

Latitude 34

VOLUME 07, NOVEMBER 1987

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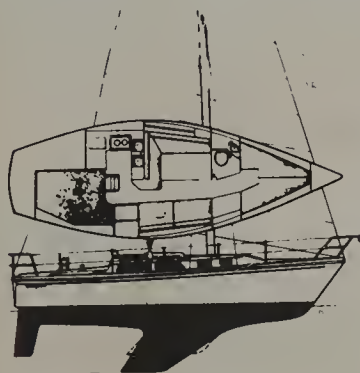
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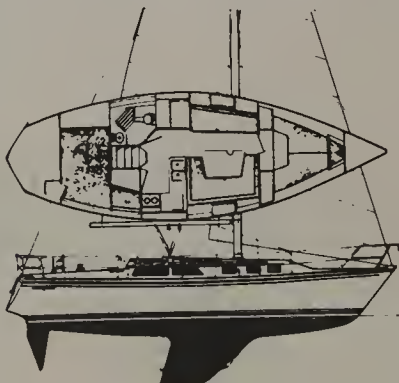


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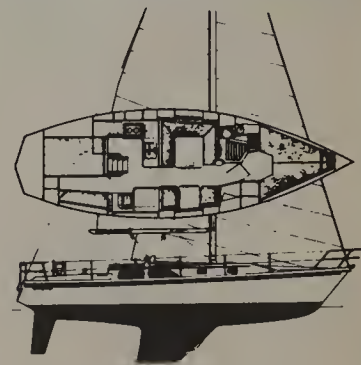
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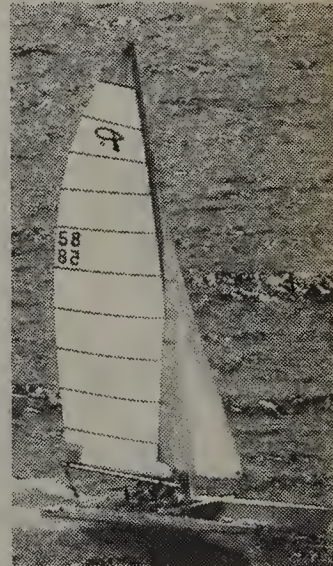
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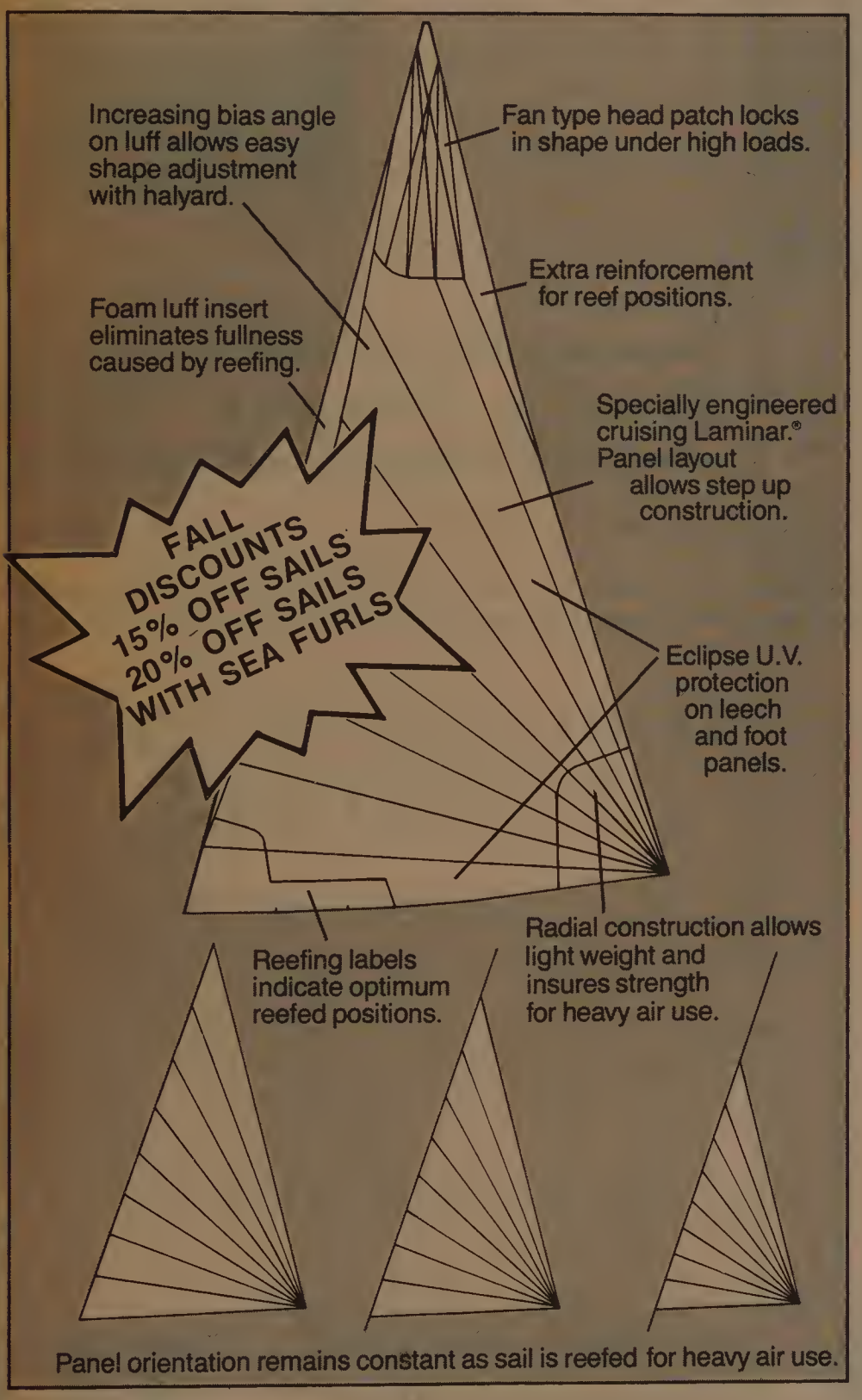
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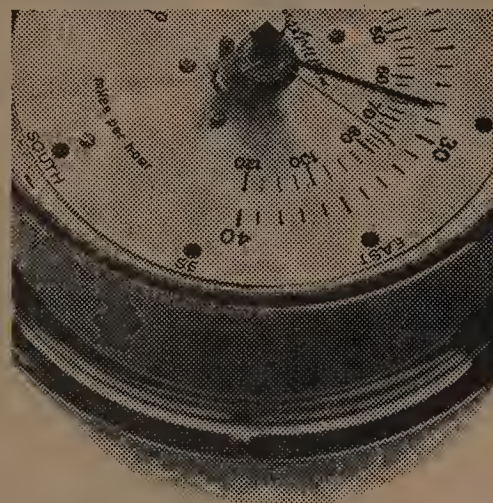
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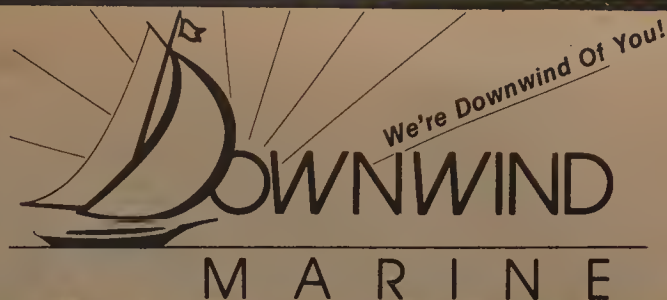
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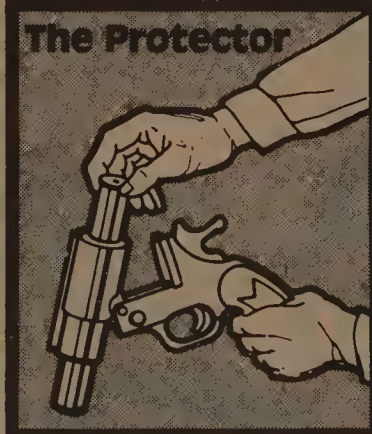
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LETTERS

□ DIAL 'T' FOR TAXES — AND TYRANNY

This year we celebrated the 200th anniversary of our Constitution. Our forefathers gave lives and took lives in order to rid themselves and future generations of a government filled with tyranny and oppression. In their wisdom they gave each citizen the right — and obligation — to speak up should tyranny rear its ugly head again.

I sadly report that it exists today in San Diego just as sinister as it must have been 200 years ago. I can only hope that those in government responsible for guarding against tyranny will hear these words and investigate the dangerous situation quickly and thoroughly.

I returned to my boat at Harbor Island's Cabrillo Isle Marina on October 9 to find an enveloped stapled to the rigging. Inside was a 'Final Notice' from the County Tax Assessor stating that I owed property taxes on my boat for 1985 and 1986. It further stated that if I didn't pay the total (\$469.74) at the tax collector's office by October 16, just one week later, I would experience "the expense and unpleasantness of seizure or sale" of my property to pay the taxes.

The only notice I had received prior to this was for 1987 taxes — which I had promptly paid!

That day I called the county tax collector's office and asked them what it was all about. They informed me that my boat had been "sighted" at Underwood's Marina — wherever that is — in 1986. On that basis they figure I owed them personal property tax for 1986. And since they thought I tried to evade it for that year, they automatically billed me for 1985, too.

Fortunately, I have records to prove that prior to October 1986 my vessel was moored and appropriate taxes paid in Redondo Beach. But what if I had been out of town, in the hospital, or if the 'final notice' had blown off my boat? What if my tax records had been lost or thrown away?

I don't have a problem with government agencies raising questions of tax liability; that is their charge. And I try and cooperate with them. It is the following things which arouse me as they must have my forefathers to take the actions they did two centuries ago:

- ✓ The method used by the county tax collector to determine liability. On the date they supposedly "sighted" my boat in San Diego it was actually 120 miles away. And I can document it. This raises serious questions about the tax collector's ability to correctly determine liability.

- ✓ The assessment of 1985 taxes was irresponsible and arbitrary.

- ✓ The 'final notice' was improperly delivered to me; and, having just seven days to respond or have my property taken is criminally short.

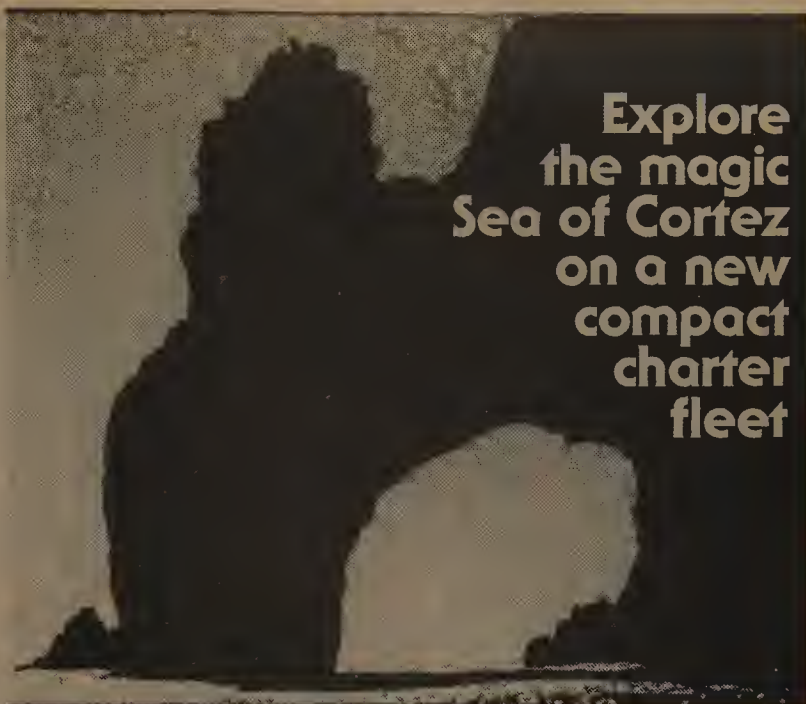
If, in fact, the tax collector has the right of seizure in these circumstances, it should be removed because he has demonstrated either incompetency or a willful levying of unlawful taxes. Furthermore, I call for the removal of all government employees and elected officials who approved or participated in willful levying of unlawful taxes.

If anyone feels my suggestions are too drastic, I can only say that I am glad that you weren't around 200 years ago.

William H. Blanchette
San Diego

William — Your suggestions are a little too drastic, because if implemented we surely wouldn't have any tax collectors left — and not very many politicians either. It's not a San Diego problem, it's all over the west coast.

Just a couple of weeks ago some of Ventura County Treasurer-Tax Collector Catherine E. Johnston's henchperson's dropped us an intimidating letter telling us to pay personal property taxes. We must say they were nice, offering to let us pay the tax we didn't owe with



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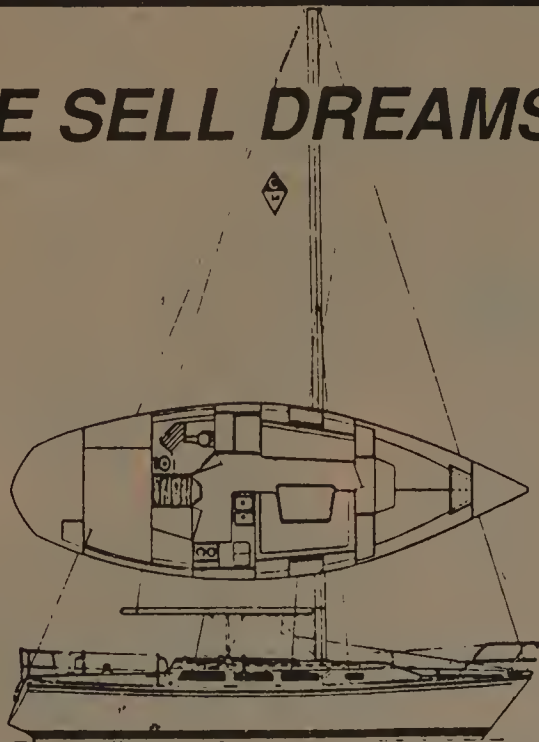
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LETTERS

either Visa or MasterCard.

During our phone inquiry about the mistake, someone in Johnston's charge said our boat had been spotted during a "dock walk" of Ventura Harbor in either March or October of this year. Whether they were lying from ignorance or intent, we don't know. We'd sold the boat long before March and had moved it out of the county back in 1985.

Perhaps Catherine Johnston's and the San Diego Tax Collector's troops should get together and give visualization seminars — they've obviously a rare gift for seeing things that aren't there.

On another occasion, we had our boat in a Santa Barbara drydock for some brief repair work. About three weeks later the Santa Barbara Assessor sent us a nasty letter telling us to sign up for personal property taxes — or else! As with the folks at Ventura, it took more than a little of our time and phone change to prove to them that we didn't owe any taxes.

Who has the onus of proof if you don't have records? According to one county tax assessor, "it gets to be very tricky".

Of course, William, if you really want to get steamed up about personal property taxes, consider this: some California counties say you owe personal property taxes on your boat even if you take it out of the country and go cruising for a couple of years; others, and this is what's so crazy, say you don't owe personal property tax if you take it out of the country for more than six months in any given year. You can't get much more inconsistent than that, can you?

□THE CHAIRMAN SPEAKS

Some recent newspaper comments dealing with anchoring and mooring regulations for south San Diego Bay contained some conclusions that could leave a false impression with the reader.

The San Diego Unified Port District Act provides that the Board of Port Commissioners shall promote commerce, navigation, fisheries and recreation and shall adopt police measures necessary for the regulation of the waters of the Bay, including the control on anchoring and mooring.

Violation of an ordinance, calculated to regulate the Bay, constitutes a misdemeanor. Just as in the case of the violation of certain traffic regulations, both are criminal violations.

The implication that the District enacted these ordinances in haste is unfounded in fact. The Port of San Diego has been carefully studying the various, and often competing, uses of the Bay for several years. There have been public hearings on the anchoring and mooring management plan. There have been innumerable working meetings with staff members of the Coast Guard, member cities of the District, boating groups, tenant organizations, yacht clubs, and elected officials at the local, state and national level. This effort culminated in an amendment to the Port's Master Plan which was carefully considered and certified by the California Coastal Commission in another public hearing in the fall of 1986. Subsequently, the Board enacted anchoring and mooring regulations governing South and Central San Diego Bay in early 1987, in yet another public meeting.

California law provides that the District Attorney of San Diego County is charged with the responsibility to prosecute any violations of these ordinances. We certainly have no desire to increase the workload of the District Attorney's office. In order to avoid that, and insure that these ordinances were constitutional, the Port District retained special counsel to handle any constitutional challenge of these regulations. These ordinances were held to be constitutional on both of two challenges in the Superior Court. When the plaintiffs appealed the matter to the Court of Appeals asking for an injunction prohibiting enforcement of the regulations, that court also refused to pre-

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page 12

LETTERS

zales, and my list of materials and parts was notarized and stamped by Sra. Gonzales. I was told that I would not have to pay customs duties or taxes because the materials were for a "Yate en transito".

"When I arrived at the Loreto airport on September 1, 1987, I was met at baggage claim by Sr. Miramontes and three other uniformed and armed Aduana officials. One, "Oscar", had a Cal .45 Colt automatic pistol which he sometimes held in his hand or put in his waist band. This was intimidating.

"My baggage was four boxes of supplies for my boat, *Inspiration*, Document No. 520360. Sr. Miramontes asked many questions, inspected our visas, passports, and ship's papers (we are properly entered with the Capitania in Loreto). Sr. Miramontes maintained that taxes were due, that our papers did not 'prove' we were a 'yate en transito', and that we were in violation of unspecified Mexican laws. He also said that 'Oscar' wanted \$70.00.

"I told him I had been to the Consulate in Los Angeles, showed him the stamped and notarized list of supplies, and showed him I had paid a consulate fee of \$16.50. I also said that I believed that supplies for a 'yate en transito' should be free of duty. I also said that I believed that all of Baja California Sur was a free zone as well.

"Sr. Miramontes said that I was wrong. He said that the papers from the Consulate were of no value or significance. He said that very large taxes were due.

"By this time — since the flight had been an hour late — it was near dark. Everyone was gone from the airport except for Sr. Miramontes, his three assistants, and my wife and I. All the taxis were also gone.

"Several times, Sr. Miramontes suggested a 'private arrangement'. Finally, I asked him how much and paid \$40.00 U.S., receiving a receipt for \$9,000 MN.

"On Thursday, September 3, 1987, I returned to the airport to collect an Aeromexico cargo shipment of the rest of the materials I had listed on the papers I presented at the Consulate in Los Angeles. There were 11 small boxes. Again I was met by Sr. Miramontes, and there was a similar set of events. Sr. Miramontes first demanded \$200.00, and refused to release my materials until I had paid him \$120.00. I received no receipt at all.

"I still believe no duties were due, because we are a 'yate en transito', and perhaps secondarily because Baja California Sur is a free zone.

"Sr. Miramontes collected *mordida* from me twice. I do not know what might have happened to my supplies, to me and to my wife had I refused to pay.

"If I am correct, and Sr. Miramontes has violated the laws of Mexico, I will be available to you at any time, and will cooperate in any action you desire. I want to help stop the extortion and intimidation of tourists. I want my money back, too.

"I have visited Mexico many times over 25 years and never before have I encountered demands for *mordida*.

"I am an amateur radio operator. My Mexican call is XE2HOK. My USA call is KI6RU. You will find me in or near Puerto Escondido until late October. Afterward, I shall be in La Paz until mid-December. Almost any yacht can forward a message via radio. I also can be reached at:

William F. Steagall, Sr.
1023 22nd Street
Santa Monica, CA 90403

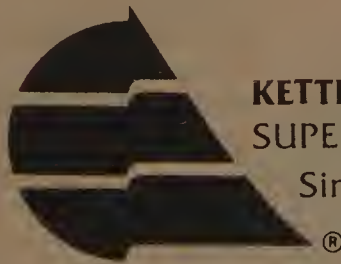
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William F. Steagall, Sr.
Captain, Yacht *Inspiration*

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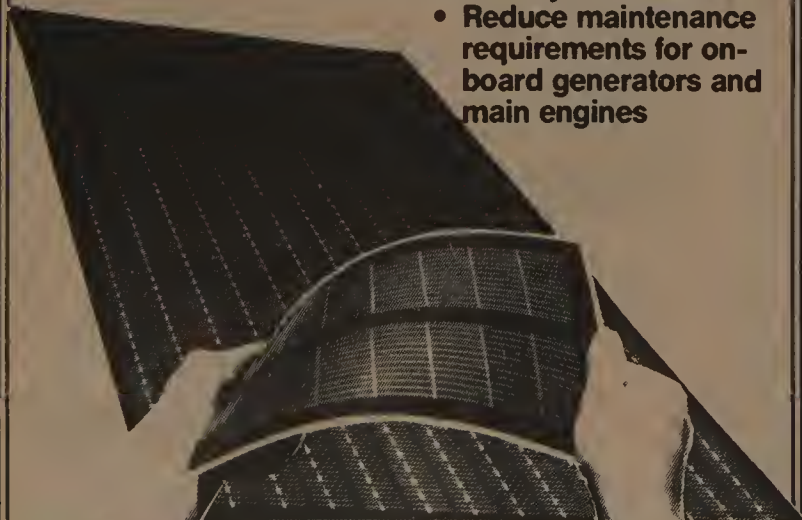
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LETTERS

William — You have our sympathy as we believe you're correct in stating that you shouldn't have had to pay any 'duty' for bringing parts to a 'yacht in transit' — especially in duty free Baja.

Historically speaking, there have been occasional 'problems' with customs. We recall how spooked we were flying a brand new Avon inflatable in to Loreto a couple of years ago. The customs officials gave us and the Avon a long, hard look — but then waved us through. It must have been our pretty faces because others weren't so lucky.

There are different theories on what to do about phony 'duty'. Some say you should be outraged and try to raise a stink with officials and the press such as you seem to be doing. Others say it's best to just accept it unless it gets completely out of hand. The latter folks fear that if angered, local officials could make life much harder on yachties. Some recall the official who suddenly got mad back in 1979 and decided that everyone — even in Baja — had to have a Temporary Import Permit right now! The official was rather quickly canned, but not before giving yachties quite a shock.

This is hardly a Mexican problem; let us tell you what they do in the United States Virgin Islands. If you show up there with a couple of Lewmar hatches they demand you prove that duty has been paid on them. Show them a sales slip from a California chandlery and they just laugh. "That's not proof enough for us," they say, "you've got to pay unless you can show us the customs receipt from when it first came into the United States." Which, of course, is impossible; which, of course, is the point. And they couldn't care less about 'boat in transit'.

The killer is if you ship the stuff through the U.S. Virgins to the British Virgins you don't have to pay anything because customs in the British Virgins does recognize 'boats in transit'.

William, we're very interested in learning how things turn out. We're also interested in hearing from anyone who might know if we and William are misunderstanding the law with regard to bringing gear into Baja California Sur.

□ TRACKING DOWN THE BUOY LORDS

I am a Seattle-based owner of a Catalina 27. I wish to place an ad for a like-kind boat swap in the summer of 1988. I want my destination to be Catalina Island.

I hear that it is necessary to reserve a mooring well in advance. If you can tell me how to track down the Catalina Island buoy lords, I would appreciate it.

James A. Carey
Seattle

James — The easiest way to reserve a mooring at Catalina is to send \$50 in small denomination unmarked bills to Latitude 34, 1625, West Olympic Blvd. Suite M-06, Los Angeles, California. We'll see that it gets to the right buoy.

If that doesn't sound like too bright an idea, you're pretty much stuck — like everybody else — with a first come, first served situation. If you can swing it, we'd highly recommend you plan the boat swap for either just before or just after school's out. It's the least crowded then.

□ THE 'LINGUINI ARCH'

I was interested to see your description and photograph of Robert Perry's "South Pacific 42". No doubt the radar tower will become a popular item since several of the BOC boats and other ocean racers are now using them.

For eight months I have been working on a design that Bruce Nelson and Rob Walker at Nelson/Marek have been creating for me;

LETTERS

a 56-ft light cruising sloop. I requested a similar radar tower but the source of my idea was Dodge Morgan's *American Promise*.

It strikes me that in addition to providing a platform for an array of antennae, it's a great place to solve the "I am bored, Daddy" syndrome. Kids can perch, fish or dive from the tower, and it makes a great purchase point for the blocks used in dinghy retrieval and loading of cargo/supplies (man overboard, too).

In this case I am waiting for construction bids; builders will be given the latitude of foam and glass or tubular stainless construction for the tower.

Samuel L. Pallin, M.D.
Sun City & Scottsdale, Arizona

□MIDWAY

I believe the truth about passage making lies about half-way between the extremes declared by Dave Symonds and Jim Troglin. Sometimes it sucks and sometimes it blows.

I have regretted to see many a good passage end, but no one in their right mind would have enjoyed every minute of the 21 days and 17 hours we spent close hauled on the starboard tack from Samoa to the south end of the Big Island, Hawaii. Very few people, at least on boats I've been on, enjoy more than the first day or two of being becalmed. I am extremely certain that extreme statements should be avoided in cruising as elsewhere.

While this info will be a little late for those heading south early, I would suggest that shorthanded boats that do not want to fly their spinnakers might do as I do. I have had better sailing by going out to Isla Guadalupe, then back into Turtle Bay. This does not help the rest of the way, but it usually gives a good sail to start with. By leaving San Diego about noon, you should arrive at Guadalupe the second morning. I've had good reaches to Guadalupe twice and the third time when the seas got too steep to take on the beam, I was in good position to fall off and run to Cedros. You also stand a good chance of a broad reach back into Turtle Bay.

Ernie Copp
Orient Star
Long Beach and Bonners Ferry, Idaho

□NOT ONE IN TEN YEARS

I haven't missed a single issue of the ten years of *Latitude 38*.

Please put me down for a subscription to *Latitude 34*. I don't want to miss an issue of it, either.

Leona Wallace
La Jolla

Readers — Leona and Carl Wallace lived in Northern California until their retirement a few years ago. They keep their ketch, Malaga, in Mexico.

□STICK 'EM IN YOUR EARS FOR QUIET

Max Ebb's article on watch procedures (September '87) was very good, however there is another superb item for out noise that wasn't mentioned.

I am referring to the smaller "foam rubber" protectors, which are not only very comfortable but also have the amazing quality of filtering out unwanted sounds while letting you hear at a certain level as appropriate for the circumstances.

I am a commuter airline pilot and almost everyone flying the smaller airliners uses them.

The ones I have enclosed are manufactured by 3M, but there are a host of other brands on the market. They can be purchased at any pilot supply store or most industrial safety/equipment dealers. Since



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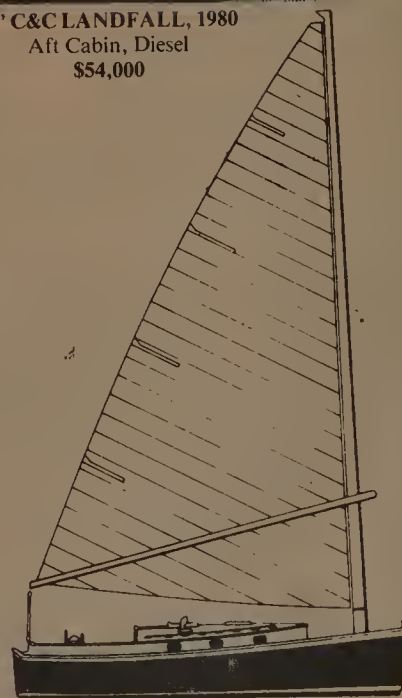


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LETTERS

airplanes are like boats in that anything associated with them is double in price, I recommend purchasing somewhere other than at airports.

They are inexpensive in any event. At airports they run between 50 cents and \$1; at off airport sites I've seen them as cheap as 19



LATITUDE SARAH

What the holes in your head are for.

cents a pair. All the brands seem to be equal, although the orange, yellow and green ones seem to last longer.

On another subject, how about a summary of bareboat chartering locally. I have a feeling a rather large percentage of your readers would be interested in a thorough listing of places, prices and equipment. The 'guides' in other sail magazines are close to worthless.

Sam Nash
Merced

Sam — Thanks so much for that tip, we've tried them and they really do seem to filter out the 'sharper' sounds. We think many women might like to wear a pair — or two — when the male in their lives tries to 'teach' them how to sail.

☐ IGNORING THE WARNINGS

The article *Chubasco* by Bonnie Bojorquez in the October issue is interesting because it depicts typical behavior of cruisers everywhere that I don't understand.

There was an early warning from Santispac of bad weather.

There was another warning of a storm coming south toward Puerto Escondido by Poco Loco. And there were even other reports of impending bad weather.

Why wasn't another bow anchor set while there was time? Especially on *Commocean*, which for all intents was being singlehanded?

I singlehand, too; on a CT-35 pilothouse ketch. My port anchor has 100-ft of chain and 300-ft of line. My starboard anchor has 150-ft of chain and 300-ft of line.

There have been occasions similar to the one in Puerto Escondido when I was forced to simultaneously drop both anchors because of storm warnings. They hold well in parallel as long as the wind doesn't shift direction. This is similar to what big ships do in very bad conditions.

There must be some reason the second anchor wasn't dropped before the storm hit.

Hubert Schoenherr
Wilmington

☐ I WAS THERE

I would like to clear up a point which Dave Symonds made about the Pardeys in an earlier issue.

In reference to the towing of the Pardey's engineless *Taleisin* to the dock at Opua, New Zealand, I happened to be there. I was on the



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LETTERS

dock waiting for Larry to row me in a line when Symonds, arriving on the scene with his inflatable, offered the un-necessary assistance of a tow. Taking a line to shore was all that was needed.

When he finally brought the line ashore, after failing with the tow, all went well. The kind of help Mr. Symonds offered in that situation did no one any good.

If you want to help a fellow sailor out — and God knows we've all needed it — do it. But let's not use it against the person you assist.

Viva la gaffer!

Michael Kriz
Gildie of Monterey
Great Barrier Islands, New Zealand

Michael — You're not going to believe this, but as the photograph



The Pardeys, Symonds, and the famous dock line at Opuia.

here proves, we also were there on the dock in Opuia when the Pardeys arrived from Tonga. When Symonds mentioned towing the Pardeys in to port, this was not what he was referring to.

□ THE ONLY THING WRONG WITH FRESNO

The sail bug bit me many years ago. Now that I'm in land-locked Fresno, the pesky virus has done a whole mind/body flare-up. It must be contagious because somehow my wife developed a case. After consulting with experts, we're told there is no cure.

We have found that reading your magazine puts the bug into slight remission, so send us our subscription soon.

Since we're land-locked, since trips to the docks on weekends are costly and since we're still saving for the day when we buy our own sailboat, we have some questions. Could you direct us to literature that would help us decipher all the 'codes' used by your various writers and advertisers?

Specifically on the topics of what constitutes a good sailboat design, things to look for in buying a used boat, how to decide what type of boat is right for you, who the better manufacturers of older boats were, etc. We're simply looking for where to begin.

There are plenty of technical books around on 'How To', but I haven't seen any book which cite 'the best' in designs, boatbuilding materials, etc.

We would appreciate any help you might have in directing us to the appropriate books.

Fred Schoenlank
Fresno



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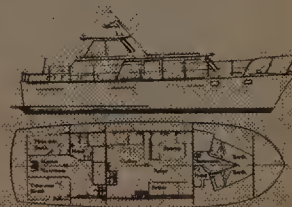


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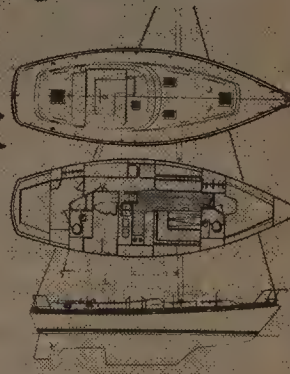
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LETTERS

Fred — If you want a very general reference book, we'd suggest Eric Hiscock's big, fat *Cruising Under Sail*. Published by International Marine Publishing Company, it's 550 pages of good background information. A lighter treatment can be found in the 8th edition of Patrick Royce's *Sailing Illustrated*. Naturally there are other books, but these two would be good starters.

As for the 'best' of designs — well, that's all subjective. There are folks that think traditional boats are the only way to cruise while others insist you're daffy if you don't do it in an ultralight or multihull. The truth is that there are advantages and disadvantages to each type. The same is pretty much true of boatbuilding materials. There are scores of books which cover these topics, none of which sticks out in our memory as being that much better than the others.

The question about the 'best' manufacturers would be even harder to answer. Are old Chevy's better than old Fords? Is the higher price of an old Mercedes justified? Most of the answers to these questions lie in the eye of the beholder.

The funny thing is very few cruisers really ever end up owning their 'ideal' boat. Compromises always have to be made based on how much money you have, what's available, etc. But that's not such a bad thing. As many wise people have observed, the happy folks in this world are those who learn to adapt to circumstances rather than trying to make circumstances adapt to them. The point is you shouldn't go out of your way to obsess on a particular boat until you're ready to buy. Spend the time between now and the day you're ready to purchase on reading and talking with folks who have gone cruising and you'll gradually acquire the knowledge necessary to make an informed choice.

☐ MISUNDERSTOOD

Perhaps you just misunderstood some of the more important facts about the formation of General Marine Transport, Inc. ("the boat shipper's idea is back," October 1987). I am a former employee of Boat Shippers. I resigned when I learned that company was not going to honor its commitments.

Now for the news: I joined with Mark Glover to form General Marine Transport, Inc., and we have decided to honor (at considerable expense to our company) the customer contracts still outstanding with a defunct company that someone else owned and operated. You did mention these facts, but hardly in a positive light, when held in context with the rest of the article.

In answer to your negative opinions and insinuations . . .

Your statement that, because some other company failed to perform, our payment policy "is not likely to help GMT's business" is totally absurd. Especially when you say this is "especially true" because I handled customer relations for that company. I handled customer relations until management's decisions led to an inability of the company to perform. For the record, I resigned from Boat Shippers when the ship left Cabo San Lucas because the company stranded eight sailboats.

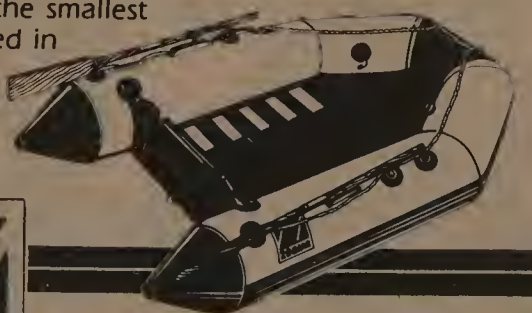
You apparently mistook a friendly reply to your "point blank" question on how I planned to overcome the deleterious effects of my involvement with Boat Shippers for lack of a plan. I assure you, that is not the case.

Honoring the other company's customer commitments was a good indication of how General Marine Transport, Inc. is approaching that problem. In my estimation, that's nearly \$100,000 worth of "concrete answer".

Here are some additional steps taken since our interview: Glover and I have appointed Mr. Bill Culp to our Board of Directors. Culp has 14 years experience in management and senior international management with Fortune 100 companies. He recently served as a

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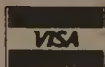
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LETTERS

Senior Vice President with PepsiCo International, and is now President of Kaiser Printing, Inc. We have also developed a patent pending cradle system for use in our business. Further, we have secured insurance through Lloyds of London, the underwriters who refused to insure that other company.

Our pricing has been revised and a 40-ft boat can go to Cabo San Lucas from the L.A. area for \$5,000 round-trip and \$3,200 one-way (\$600 more round-trip than the other company).

As for overcoming some other company's reputation, why don't you let us try before you pass judgment? Why don't you let the customers decide?

And, next time, if you want to write about what Boat Shippers did, why don't you contact the people who made the decisions for that company and leave me out of it? I've got a business to run, and it's called General Marine Transport, Inc.

Pete Maddox
President/CEO
General Marine Transport, Inc.

Pete — First off, let us say that we think shipping boats to and from Mexico is a great idea, and that we hope that you and General Marine Transport make it big. That's sincere.

Nonetheless, we think you're being unrealistic if you think potential customers won't — and shouldn't be — cautious. Afterall, the failure rate to date for that service is 100%. And while you may have been as big a victim of Boat Shippers as anyone else, it certainly doesn't help that you were the point man until it was too late for any of the sailors to avoid a financial bath.

Operating on the principle of 'burned once, shame on you; burned twice, shame on me', we as potential customers are looking for strong assurances from any shipping company, that paid for services will actually be rendered. Assurances in the form of performance bonds, being able to ship C.O.D. — anything where the consumer isn't completely at risk.

General Marine Transport's offer to pick up another company's past obligations as space permits is a nice gesture, but hardly any sort of guarantee. The same holds for whomever might be appointed to GMT's board of directors.

We're certainly not trying to pass judgment on you or General Marine Transport, and we have no reason to believe that the service won't become a huge success. Indeed, "let the customers decide" — but don't object if we try to make them informed customers.

☐ GOT ANOTHER ONE

Now I've heard it all: putting a boat on automatic pilot, pointing it north, driving up the coast and intercepting it.

This guy has to be a complete bozo. What about engine failure, autopilot failure, loran failure, not to mention other boats! Just what us "normal" yachting people need is to worry about boats running up and down the coast pilotless!

Mr. Webber didn't happen to give the name of his boat insurance company did he? I am sure they would love to read his story.

Mr. Webber, for the sanity and safety of the rest of us, why don't you point your boat to say, Hawaii, and see if it shows up in a slip in Honolulu Harbor. If not, catch the next plane to Tahiti, etc., etc. Have a nice trip.

Robert Henie
San Diego

Robert — While we wouldn't have been surprised if somebody had been foolish enough to try it, Mr. Webber's letter was, as we announced in the last issue, a prank.

Partial 1988 "Bare Boat" Racing Schedule

Date(s):	Event:	Miles:	Fee:
Jan 31	San Diego - Sugarloaf Rock round trip	80	\$ 1,650
Feb 9	San Diego - Manzanillo	1,100	\$12,000
Feb 20-27	Mexorc following Manzanillo		\$ 4,000
Feb/Mar/Apr	Whitney series - 4 to 6 medium length events	40-60	\$ 4,500
Apr 11-17	ULDB Pro Series in Long Beach	25	\$ 2,500
Apr 19-20	Marina Del Rey to Newport	75	\$ 1,300
Apr 19-20	Channel Islands (Ventura) to Newport	120	\$ 1,650
Apr 25	Newport to Ensenada	160	\$ 4,500
May 17	San Diego around Los Coronados Islands	40	\$ 1,300
May 23	Los Angeles to Dana Point	40	\$ 1,300
Jun 4-7	Long Beach Race Week (ULDB Big Boats)		\$ 2,500
Jun 14	Swiftshure and Victoria B.C. to Maui	3,500	\$22,000
Jun 14	Long Beach to San Diego "Moonlight Race"	100	\$ 1,650
Jun 28	Channel Islands to Marina Del Rey	75	\$ 1,300
July 4	Marina Del Rey to San Diego	120	\$ 3,000
July 4	Oakland to Catalina (great fun)	400	\$ 5,500
July 12	San Francisco to Hawaii	3,000	\$20,000
Aug 2	Santa Barbara to King Harbor	120	\$ 2,500
Aug 2	Newport to Coronado	75	\$ 1,650
Aug 16	Newport Beach around Catalina	65	\$ 1,300
Sept 6	Long Beach to Dana Point	40	\$ 1,300
Sept 6	Ventura - Pt. Dume - Anacapa - Ventura	75	\$ 1,650
Sept 12-21	St. Francis (SFO) Big Boat Series (SC 50 Class)		\$ 4,500
Oct 4	San Diego to Ensenada (more Hussongs)	75	\$ 2,500
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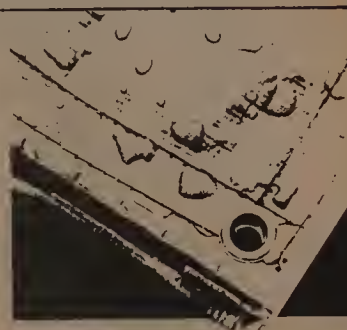
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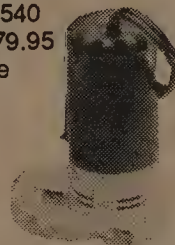
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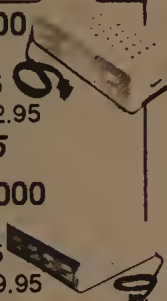
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SIGHTINGS

"i love l.a.", but . . .

What did the census folks say a couple of months back — something about Los Angeles County being the fastest growing in the United States. If memory serves us, some 800,000 folks moved into the Big Orange in the last seven years.

And while it's hard to believe because the quality of Southern California
cont'd on next sightings page

want to teach

The Dana Point Youth and Group Facility in Dana Point Harbor is searching for part-time instructors to teach ocean and recreational activities for the spring semester, January through May.

Teachers are needed for model boat building, fishing, marine biology, cooking



ocean sports?

afloat, surfing, boat maintenance, art, physical fitness and other subjects.

Pay ranges from \$5 to \$10 per hour, depending on subject and class size. For information call Alicia Raish of the Orange County Harbor, Beaches and Parks District, (714) 661-7122 or (714) 661-7143.



RICARDO DEL SUR

i love l.a. — cont'd

life has deteriorated so badly east of the high tide line, a few folks have actually departed Los Angeles for other parts of the globe.

Take Katherine O'Neil, lounging in front of a sailboard in the photograph below. It's hard for her to believe now, but between 1976-80, she was a hot

RICARDO DEL SUR



Katherine O'Neil gave up her advertising career to go cruising.

shot advertising executive in Los Angeles, playing an integral role in the launching of *Self*, *West*, and other magazines. "I had a straight car, a straight house, and lived a straight life," she remembers without a trace of wistfulness.

When her mentor discovered she was giving up the fast track to buy her own boat and go cruising, he predicted the then 32-year-old O'Neil would give it up in six months. He was wrong.

O'Neil bought actor Hal Holbrook's (he later competed in the Single-handed TransPac from San Francisco to Kauai) Mariner 32 ketch, *Doubloon*. She loaded it on a trailer at Marina del Rey and had it shipped by truck to Galveston, Texas. From there she headed for Mexico's Isla Mujeres, Cozumel, and other parts of the Yucatan.

Her favorite favorite spot was Tulum, site of the Mayan 'resort' temples. The Mayans, you'll remember from high school history, were the undisputed masters of abstract knowledge among American Indians. For example, the Mayan calendar was more accurate than the Gregorian, and they were ahead of Europe in such areas as mathematics, astronomy, sculpture and history. As O'Neil tells it, many of the temples at Tulum are virtually hidden in the jungle and primarily accessible from the water.

As often happens with cruisers, money runs short. So it was with O'Neil, the result being she headed up through the Bahamas, and Florida, all the way to a berth in Manhattan. She lasted another year in the publishing business before taking off for four more years of cruising the Caribbean Sea

cont'd on next sightings page

SIGHTINGS

i love l.a. — cont'd

from the Bahamas to Bonair, from Venezuela to Barbados. Her favorites? Grenada, St. Lucia and the wine and cheeses of Martinique.

After six years of cruising, she sold her boat in Florida. She now resides in St. Thomas, U.S. Virgin Islands, and sells advertising for the *St. Thomas Shopping Guide* that's distributed on 13 different cruise ships. One who is able to take care of business quickly, O'Neil gets in her share of sailing on friends' boats.

As for former Marina del Rey residents Mike and Louise Maloney, they've only recently acquired their boat, *Angel Eyes*, a Morgan Out-Island 41 (photo on previous page). While they really enjoyed Los Angeles and their Catalina 30, *Starry Night*, they wanted to take a crack at running a crewed charter vessel and living on a warmer, fog-resistant ocean.

Initially they'd made an offer on a CSY 44 in Florida; but having found a better Morgan 41, they were delighted when the other bid fell through. They started their charter operation in July and have already done four charters. If you're interested, write them at Box 37, Cruz Bay, St. John, U.S. Virgin Islands, 00830. In return they'll send you a quarterly newsletter Mike pumps out of the Compaq computer he's got set up in the aft cabin. High season charter rates are \$2700 for two guests and \$3000 for four guests, including food and extras.

One of the extras includes the playing of "Angel Eyes", a song especially written for the boat by Charely Ecker, a creator of "corporate harmonies" in Playa del Rey. It's interesting to hear a composition by a guy who has never seen what he's written about.

As we all know, Southern California traffic is bad enough. At the same time let's all give thanks for folks like the Maloneys and Katherine O'Neil. Without defections like theirs, traffic would be even more congested.

more than just places to park the yacht

California marinas come in a variety of shapes, sizes and styles — and with a variety of intentions. The original idea of marinas was to have a place to keep boats when they weren't out sailing. There are still a few such purely functional marinas around, but they seem to be getting more scarce every day. In the last decade or two the concept of a marina — in warm Southern California at least — has broadened dramatically. A marina is now not only a place to keep a boat, it's a home away from home, a place to socialize, a place to do business — and once in a while a place to take the boat out of.

Nowhere have marina developers recognized this more than in San Diego. The four-year-old Hotel Inter-Continental marina (soon to be Marriot), was one of the first to try to capitalize on the concept. The Hotel Inter-Continental sees itself as more than just a marina but as a prestige nautical address. It comes complete with all the luxury hotel amenities such as tennis, Jacuzzi, sauna, pool — even 'room service' from the hotel restaurants at your berth. Like the the best co-ops in New York, just because you can afford the rent, which is \$7.50 to \$10/ft per month, doesn't mean they'll accept you. Your boat must be up to the marina standards.

The new Sunroad Marina on Harbor Island, officially opened on October 5, takes the concept even further. In fact in the previous sentence we misidentified it; the proper name is the Sunroad Marina Resort. They unabashedly refer to their facility as "A floating seaside country club". As the Cohen Advertising Group press release explains it, "As priceless gems begot the "safety deposit box", and treacherous urban parking brought on the "car condominium", San Diego's unquenchable demand for a luxurious "boating community" has necessitated the development of the area's most sophisticated marina: Sunroad Resort Marina!" We love talk like that.

The resort marina has 540 slips, 60 percent of which are between 45 and 55-ft — upscale sizes to be sure. The docks are concrete, the slips come with dock boxes, 30 or 50 amp electrical service, telephone jacks, cable TV wired to a satellite dish and fresh water. There's also a speaker system at each slip so tenants and guests can be paged. In addition there are private restrooms

cont'd on next sightings page

RICARDO DEL SUR



fatal

Originally the large spar projecting over the stem of a sailing vessel was called a boltsprit. Now it's called a bowsprit.

In the 'old days' the nickname for the bowsprit was 'widow-maker'. Hands would be sent forward on the spar in heavy weather to shorten sail, but they wouldn't always make it back. Hence the nickname.

The old nickname doesn't really apply today. For one thing, modern boats with

more than just a place — cont'd

and laundry facilities.

There are two other things of utmost concern to San Diegans; parking and security. The 600-car lot at Sunroad means there will be more than one parking space available per boat — which isn't a bad ratio for anywhere in the Golden State.

As for security, we may be entering a new era. As the Sunroad press release explains, "Security is of highest priority." This means a computer controlled access system providing "tenant privacy" in the pool, recreation, laundry and restroom areas. In addition, there will be a private security patrol and cameras monitoring each gate and the parking lot.

Sunroad Resort Marina berth fees start at \$8.90/ft with end ties \$11/ft. Liveaboards are \$100 for the first and an additional \$65 for a second.

Of course if you're looking for a unique marina, you have to go over to the private Kona Kai Club on Shelter Island. Developed back in 1953, this is truly the grand-daddy of 'more-than-just-a-marina' facilities. They've got racquetball, tennis, a pool, a beach, a dining room, a health club, and a 450-slip marina with most slips in the 50 to 80-ft range. They are home to *Stars'n Stripes '86* and will be heavily involved in the upcoming America's Cup. As if that weren't enough, the Kona Kai club was sold two years ago and the new management is undertaking dramatic expansion. They are increasing the number of rooms — we neglected to mention them — from 176 to 318. All the better to serve those who will be attending seminars in one of the 11 meeting rooms.

Membership in the Kona Kai club runs from \$2,000 to \$20,000. The smaller fee gives you membership in the club and allows you to put your name on the waiting list for one of the slips. Slips go for \$7.50/ft and as a general rule it takes about 18 months for one to become available. The \$10,000 membership means you're free from having to pay monthly dues. The \$20,000 Gold Card membership? Well, that's for those who want to be intimately involved with the next America's Cup defense. They're not going to let you drive the defender in the last race of the finals or anything, but they say they'll put you in the midst of the action.

We don't know about you folks, but we're starting to get an inferiority complex about our marina. We have dock boxes, water and an electrical hook-up; but no pool, no barbeque facilities, no computer access system, no monitoring cameras, no cable TV hook-up, no Jacuzzi, no room service, no racquetball, no 12 Meters and hardly any parking either. It might make us feel a whole lot better to check into one of these three 'resorts' as guests. At Sunroad Marina Resort the guest charge is 50 cents/foot/night. Until January 10 the Hotel Inter-Continental has a three to seven day special for boats between 30 and 50-ft: \$25/night. The Kona Kai Club offers reciprocal privileges for over 250 yacht clubs throughout the world.

shake, rattle and slosh

An early news report was grim: a 6.1 earthquake centered in Whittier had struck, and 30 to 40 boats had reportedly broken free of their moorings in Marina del Rey.

"I couldn't believe somebody reported that," says Santa Monica YC dockmaster Tony Nash. "I have no idea where they would even get such information. All I know is I started getting phone calls early in the morning, and the phone didn't stop all day."

As you may have guessed, that report was erroneous, unfounded and untrue. In fact, it couldn't have been any farther from what really happened at every marina we talked to from Ventura to Oceanside — which is a big, fat nothing.

By now, you've no doubt seen what the quake and aftershocks did to Whittier. But down at the water, it came and went leaving a few people shook up, but that was about it. Some people, like Wilmington's Carl Kendrick who was driving to work, "Didn't feel a thing." Only two out of the five or six people we found who were on boats in their slips felt the tremors. (This

cont'd on next sightings page

attraction

bowsprits are also equipped with a 'sissy bar' — sometimes called a pulpit. It makes it harder to get washed off the bowsprit.

Furthermore, today most boats with bowsprits are sailed in relatively protected water, in good weather or without undo haste. Thus folks now rush to the bowsprit to have fun and get a unique perspective on the rest of the boat — not to risk their lives.

SIGHTINGS

shake, rattle — cont'd

is in contrast to reports we got from several cruisers who felt the big Mexico quake while at anchor many miles from the epicenter.)

And while our unofficial survey turned up zilch, just to make sure, we called County official Ken Foreman, who did an official survey for the Los Angeles County Division of Beaches and Harbors. "The only possible damage I found was some cracks in the sidewalk outside one marina," says Foreman. "And that guy wasn't sure they weren't there *before* the earthquake."

solor sailor byrne

In 1979 Dan Byrne quit as an editor of the *Los Angeles Times* to pursue his lifelong dream. Three years later he left Newport, Rhode Island, on the first leg of the BOC Around-the-World Race.

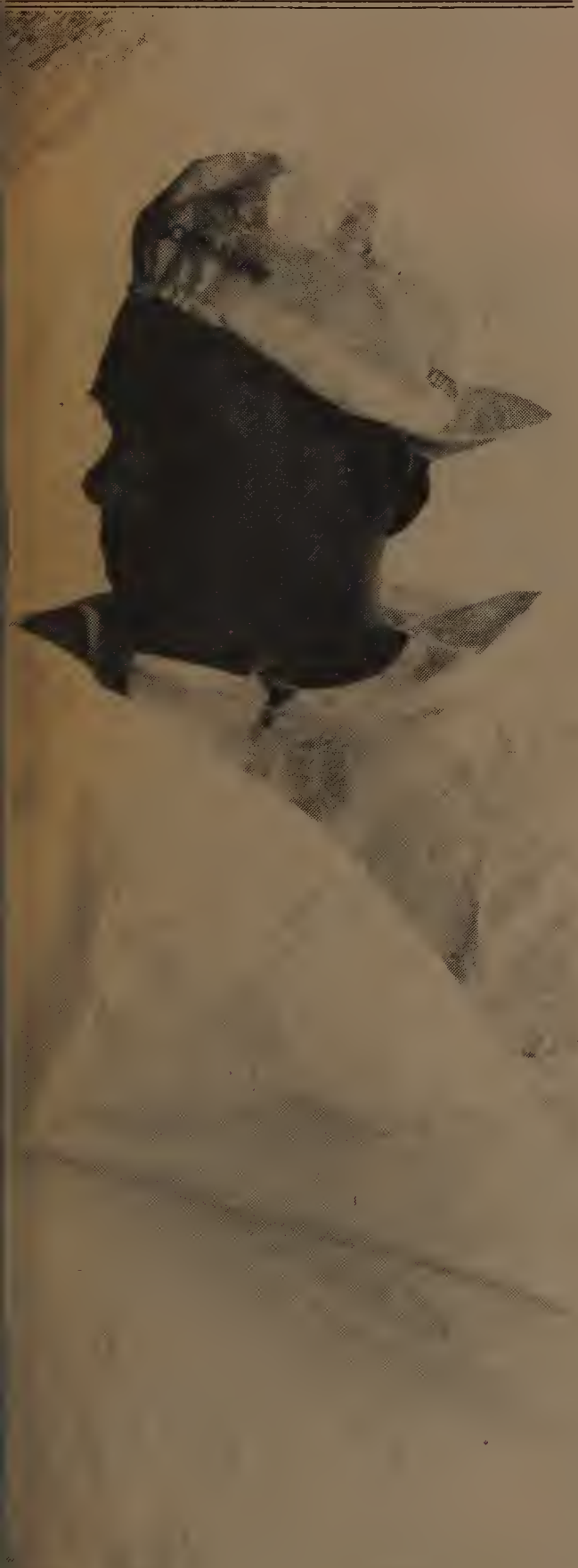
Sixteen other solo sailors crossed the starting line. Three boats were lost along the way



to talk, show film

and four dropped out. Only 10 finished, including Byrne's *Fantasy*.

Byrne will talk about his experiences and show a film on the race November 14 from 2 to 4 p.m. at 72 Market Street Oyster Bar and Grill in Venice. Admission is \$30. For information call (213) 471-3060.



LATITUDE/JOHN R

gettin' down and dirty

There's a lot to be said for "simply messing about in boats," as Kenneth Grahame put it. And we don't necessarily mean sailing them. For many boat owners, a peaceful day spent varnishing or painting can be every bit as satisfying as a day of sailing.

However, let's face it: many boat jobs aren't much fun, and a handful are downright disgusting. We once sat around and tried to decide what is the worst, grossest, most pain-in-the-posterior job imaginable on a boat. A clogged head — specifically, a full, clogged head that requires disassembly — won hands down.

After running into Frank Stewart (left), his brother Dave and their father Cecil at the boatyard in Oceanside, we may have to reassess that choice. The trio were in the first stages of fiberglassing the bottom of the 40-ft wooden sloop *Amanda*. The plan was to do one side on Saturday, and finish up the other on Sunday.

The reason for the coating was simple. "Because the boat couldn't possibly leak as much as it has," says Frank. The procedure sounds simple: Using Alan Vaitses' book *Covering Wooden Boats with Fiberglass* as a guide, the three men were coating *Amanda's* belly with, in order, a base layer of mat, a second layer of cloth, and two more layers of mat.

In practice, however, things don't always go by the book. Resin goes off too soon, buckets fall over, the weave in the glass cloth starts unravelling. The Stewarts found they were having to cut and wet out many small panels instead of the less time consuming big ones because the big ones were too hard to hold while wetting out. They also tended to peel themselves off the minute you let go. And there was a lot of waste. In fact, from what we could tell, only about a third of the resin was getting on the boat. Another third was going on the ground and the remaining third on the Stewarts. Fortunately, they were well-stocked for the weekend with disposable overalls and gloves.

All agreed that *Amanda* was worth the work, though. The family has owned the 43-year-old boat — the only sailboat ever built by the Owens Motorboat Company — for 10 years. Frank cruised her, mostly single-handed, through Hawaii and much of the South Pacific for the last seven. Other than the persistent leak, she's proved an ideal yacht.

So how did this all turn out? We'll have to stay tuned. It rained all day Sunday and they couldn't work.

read on, on and on

With the cruising and holiday seasons upon us, you might be in the market for a couple of books to give as gifts. Here are four books that might be appropriate. Two of them are revised editions, two are completely new.

The first is Earl Hinz' *Landfalls of Paradise: The Guide to the Pacific Islands*. At 386-pages (with 158 photographs and 92 charts), to our knowledge it's the most comprehensive guide to the 32 different island groups that make up Polynesia, Melanesia, Micronesia and the other islands of Oceania. Perhaps the hardback book's only shortcoming is that it's so crammed with facts that the reading is a little dry. (David Stanley's very entertaining *South Pacific Handbook*, while not about sailing, would make a perfect companion volume). At \$39.95, *Landfalls in Paradise* is not cheap; but considering all the information you get, it's a fine value.

Also recently revised is Dix Brów's *Sea of Cortez Guide*, which covers the 650-mile long coast from San Felipe to Cabo San Lucas and Mazatlan. Although not a definitive book on the Sea of Cortez, the 96 hand-drawn charts and 51 aerial photographs help all Mexico cruisers get a better lay of the land. A 272-page soft cover book, it retails for \$19.95.

We've always thought there was a limited market for marine publications, but we're obviously wrong. International Marine of Camden, Maine pumps them out at a remarkable rate, and many of them are both interesting and scholarly. Two examples:

The Log of Christopher Columbus, by Robert Fuson "an eminent Columbus scholar". Excellently executed, this 272-page book has 115 illustrations.

cont'd on next sightings page

SIGHTINGS

read on and on — cont'd

No particular fan of Columbus, we thumbed through this book and quickly became hooked. Did you know that 495 years ago this Christmas, Columbus lost the *Santa Maria* on a bank off Hispanola? The misfortune, according to Chris' log, happened because after being awake for 2.5 days he decided he needed some sleep. Since it was calm, the rest of the crew gave the wheel to a boy and went to sleep themselves. While Columbus blames the loss on the boy, the author suggests that Columbus may have been incapacitated as a result of too much Christmas Eve "partying" with the local Indians. The Log retails for \$29.95.

The fourth book is the one we liked the best: *Pacific Sail* by Roger Morris. It's a sailing history of the Pacific from the time of European exploration up to the working scows of the 20th century. The 107 illustrations — of which 60 are in full color — are superb accompaniments to the excellent and detailed text. The general overview of the subject is spiced with detailed accounts of specific events, such as the *Pandora* hunting down the *Bounty* mutineers. Author Morris is both a professional artist and mariner, who therefore knows what he's writing and drawing about. In 1982, he served as first mate on the *Bounty* replica that sailed from England to Tahiti and back. His 192-page volume is well worth the \$29.95 retail price and would make a fine Christmas present for anyone interested in the sea.

All of the above books should be readily available — or obtainable — from your local marine bookstore or chandlery.

looking for a better lunch?

If you're around Marina del Rey on Thursdays, may we recommend the California YC for the noontime meal?

Every week for the last 15 years the club has offered a yacht person's lunch program on Thursdays. Don't belong to a yacht club? Don't worry. Rear Commodore Betta Mortarotti says "no problem"; the luncheons are open to everyone with an interest in sailing, an appetite and \$8.

The buffet meal starts at noon and usually features both meat and fish dishes, three or four different salads, a pasta and a desert. Reservations are nice but not necessary. The lunches usually attract a crowd of about 75 to 100.

The weekly program starts at 12:30 and may be on any number of subjects of interest to sailors. Here are a few upcoming examples:

November 12 — Tony Delfino will talk about *Lion New Zealand*, his 79-ft Farr design that competed in the '85-'86 Whitbread 'Round the World Race. As a special bonus you'll be invited to tour the maxi at the California YC guest dock. A unique opportunity!

The November 19 program is a video on Hobie Cat sailing around the world. Thursday, November 26 is turkey day, so there'll be no program.

December 3 — Mary Mader will speak on the Polynesian cruise she and 10 other CYC members took aboard the 4-masted schooner *Windsong*. This is no old schooner, but the computerized state-of-the-art ship that carries 100 passengers.

December 19 — Well-known Southland sailing photographer Geri Conser will give a program on the *Double Bullets*; both the maxi catamaran that sank racing across the Atlantic and the replacement that's nearing completion.

So mark your calendars for good lunches and good programs. For further details call Betta at (213) 823-4567. The California YC is located at 4469 Admiralty Way — and, they have plenty of parking!

october birthdays

October was birthday month for several Southern California institutions, and the air was filled with the sounds of celebration.

The oldest celebrant was the Stearns Pier in Santa Barbara. At 115, it even has a few years on George Burns. That's old! A bunch of activities took place over the October 17-18 weekend, including bank music on the pier,

cont'd on next sightings page

"some like it hot"

Latitude 38 and *Latitude 34*'s first annual 'Some Like It Hot' Cruiser's Rally from San Diego to Mexico starts November 1. To prove this is a 'count the smiles, not the miles' event, it won't conclude until January 31.

You may remember that according to the Some Like It Hot rules, there is no entry fee, you can start any time you want between November 1 and January 31, and you're allowed to sail and motor as much or as little as you like.

What is required is that upon arriving in Cabo San Lucas, you march up to Papi's Deli — which is Some Like It Hot headquarters in Mexico — and sign in. This con-



RICARDO DEL SUR

rally to ignite

sists of legibly recording the name and type of your boat; the name of the skipper and crew; the amount of time you motored, sailed, and stopped; and outline your cruising plans for the following six months.

Having done that, Gil or Karen Oyanguren, owners of Papi's and net control for Cabo San Lucas, will present the skipper with a Some Like It Hot souvenir visor courtesy of *Latitude 34* and *Latitude 38*. Free. (Originally, we were going to award Some Like It Hot t-shirts, but the variety of sizes makes it prohibitively complicated.)

The first mate is not forgotten. She — or he — will receive one scoop of her favorite

cont'd center of next sightings page

october birthdays — cont'd

fireworks and a wooden boat race, which started and ended at the old pier.

Next in chronological order was the city of Avalon, which turned 100 October 13. The City Council declared part of the day an official holiday so everybody could take part. We didn't make it, but heard the celebration was a fun one for residents and yachties alike, complete with parade. Avalon was founded in 1887 by George Shatto, the island's second owner.

Marina del Rey, a mere infant by comparison, turned 25 in October. Looking at the place today, it's hard to believe that before 1962, "Lake Los Angeles" was little more than a mosquito-ridden swamp. (Eradication efforts back then cost \$5,000 more than the place generated in tax revenues.) Events for this celebration, held October 10 and 11, included everything from free blood pressure checks to an all-female Dixieland jazz band to a display of 1942 wooden yachts.

The birthday celebration at Rosecrans and Carleton Streets in San Diego

cont'd on next sightings page



SIGHTINGS

october birthdays — cont'd

(near Shelter Island) was really a birth-day party. The event was the opening of Kettenburg Marine's new "Super Store". The expletive applies, both to the huge chandlery, complete with shopping carts and four checkout counters.



JOHN T. MCCARTHY

The Kettenburg 'Super Store'.

and to the opening day festivities, which included door prizes, free refreshments and a book-signing appearance by Dennis Conner.

yo ho ho, let the hot rum flow

Pssst! Hey sailor, looking for a good time? We always are, which is why we wouldn't miss this month's Hot Rum Series in San Diego. The popular series — the only regatta we know of where you end up consuming your



LATITUDE/SARAH

The entry fee for the Hot Rum Series.

entry fee — kicks off on Sunday, November 1, at noon off Pt. Loma. There will be the usual "pursuit starts" (handicaps are given at the start, not after the finish) for four groups: IOR, PHRF, MORC, and SDHF. The latter is the San Diego Handicap Fleet, a funky local phenomenon.

Subsequent races will be held on November 15 and 29. Somewhere around 120 boats are expected to pony up the entry fee for these glorified beer can races. The cost? Almost anyone in San Diego can tell you that it's two liters of "quality" rum if the boat's over 35 feet, and one liter for smaller boats. There is only one course, a 12.45 mile lap around San Diego Bay, and there is only one proper way to end the day: with hot rum drinks at your sponsoring club.

cont'd on next sightings page

"some like it hot"

ice cream, free, courtesy of Gil and Karen.

By signing up for the rally, you'll be eligible to win one of three handheld VHF radios — and other prizes — that will be awarded on the last day of November, December and January. What's the criteria for winning? That's a closely-guarded secret in order to keep the rally from taking on a competitive quality.

There may be other activities associated with the Rally. Gil and Karen report that several restaurants in Cabo are interested in hosting Some Like It Hot get-togethers with



LATITUDE/JOHN R

rally — cont'd

drinks and dinners at special discount rates. We and Papi's will keep you posted.

The purpose of the Some Like It Hot rally? Nothing more than to welcome cruisers to Mexico and to try to help cruisers keep a loose track of their friends on other boats.

Keeping track can be more difficult than you think. Last season 504(!) recreational yachts, from *Amistad* of Vancouver to *Zanadu*, checked with Gil and Karen on the net.

A couple of notices on Cabo:

cont'd center of next sightings page

yo ho ho — cont'd

San Diego YC, which collects the rum and puts on the actual racing, hosts the IOR group afterward. Theoretically, Silvergate YC puts on the rum party for the PHRF and SDHF fleets, while Southwestern handles the Midget drinkers. In reality, we've noticed that most racers end up at San Diego YC. That's certainly where Dennis Connor will be after racing his old 12 Meter *Liberty* in the PHRF fleet. That's also where the America's Cup will be during the second and third Hot Rum weekends.

For more information on the Hot Rum Series, call San Diego YC (619-222-1103) and ask for race co-coordinator Irmgard Ryan.

'victory at sea?

no, 'victory' in newport harbor



SIGHTINGS

we swear we didn't set this up

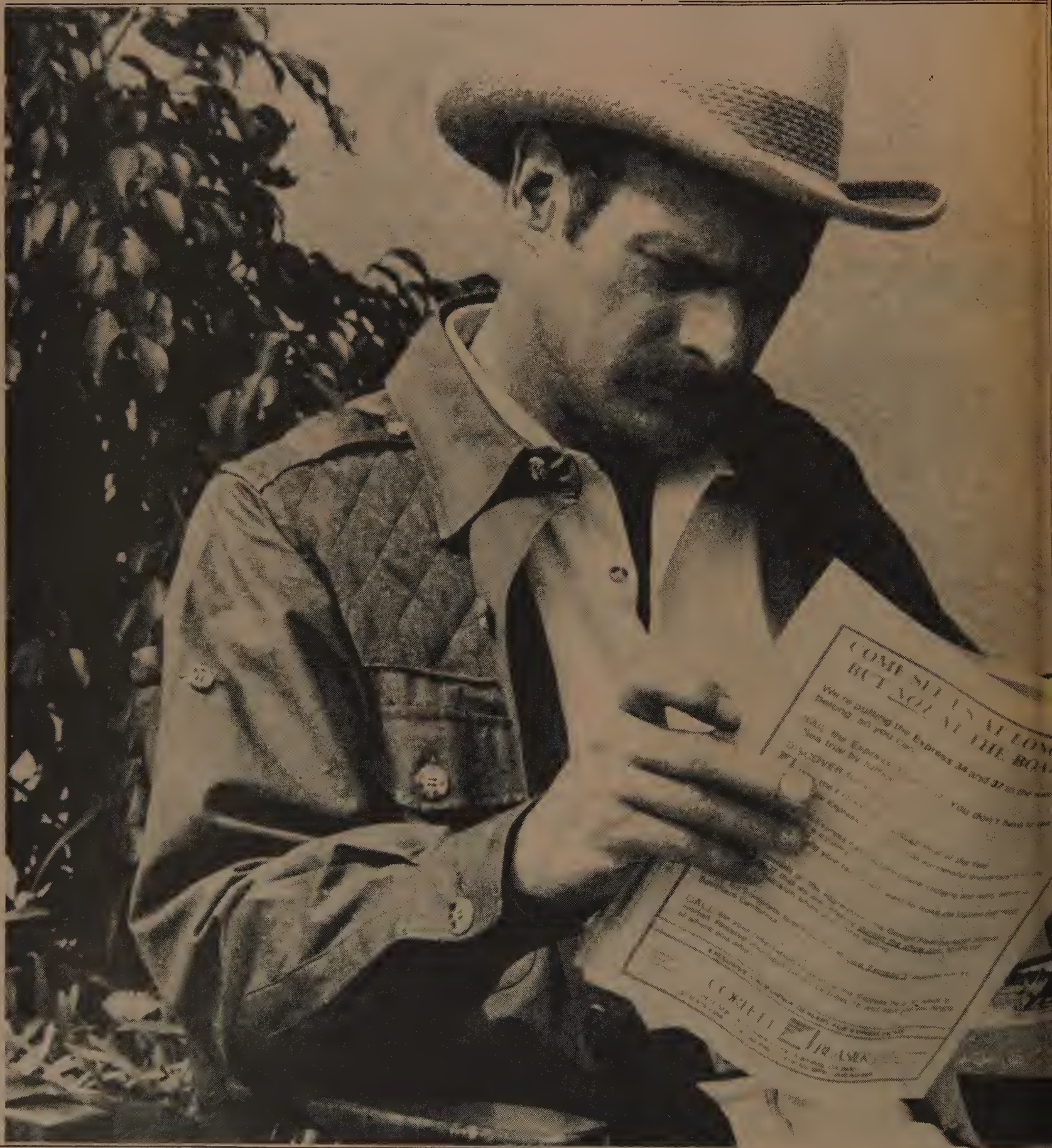
We were down in Marina Del Rey the other day goofing off . . . er, working . . . when we spotted a film crew making celluloid magic down by the Santa Monica YC. We wandered over to see if we could spot a star or two, and ran into dockmaster Tony Nash. As we watched bikinied extras strutting their stuff before the cameras, Tony explained that the club often formed the

cont'd on next sightings page

"some like it hot"

✓ Gil and Karen run the Cabo net starting each morning at 0800 on Channel 22. They also monitor 22 all day and "want everyone to feel free to call us whenever they need help or questions answered".

✓ Papi's Deli will hold mail for cruisers.



rally — cont'd

Have yours sent to: Papi's Deli, (your boat's name), Calle Hidalgo y Zapata, Cabo San Lucas, B.C.S. Mexico. Papi's also takes mail to San Diego every week, and they'll be happy to mail your letters from the States.

cont'd center of next sightings page

we swear we didn't — cont'd

backdrop for movie and television shows. Last month, they filmed a "Gidget" segment there. This time, it was part of an episode of "Simon and Simon".

Sure enough, after awhile, Gerald McRaney appeared. Fans of the show will know him as Rick Simon, the rougher-hewn half of a two-brother private eye team. For this show, to be called "Love and Learn", the SMYC played the San Diego YC. (Once, Morgan 41 Jessica out of Marina del Rey, and is as big a fan of 34 as fictitious "Del Diego" yacht club.)

Now comes the good part. Between takes, McRaney found a secluded chair and pulled out a familiar looking magazine. You guessed it — *Latitude 34*! That was all it took to realize that he was a regular guy, so we introduced ourselves and talked boats for a few minutes. Turns out he sails his Morgan 41 Jessica out of Marina del Rey, and is as big a fan of 34 as several of us in the office are of his show. "Great magazine," he said. "Lot of useful information. I read it every month."

Besides being a regular guy, he is obviously also a gentleman and scholar of impeccable taste.

There are so few of us left.

life in the slow lane

If you try hard, as a motorcycling staffer of ours has, you can draw parallels between motorcycling and sailing: wind in the face, out in the fresh air, "heeling" over as you swoop through curves. Hmmmm. Anyway, enthusiast that he is, even he admits to the many differences, not the least of which is that mistakes on sailboats are usually a lot less painful.

San Clemente's Don Mardon has known that for a long time, but for 15 years, the thrill of motocross, cross country, track racing and almost every other kind of motorcycling competition was worth the occasional bumps and bruises. Bumps and bruises? Heck, from the waist down, this guy's had six "majors". That's what bike racers call injuries large enough to require hospitalization. He's broken most bones in both legs and feet, torn and smashed cartilage in his back and ripped countless muscles.

"About five years ago, I began to realize that the guys I'd been beating for years and years were now beating me. And it was taking me three days to recover from a race," says Don. After one such event, Gail, Don's wife, finally popped the question: "Why don't you give up motorcycles and get a boat?" The timing was perfect, and Don says it took about 20 seconds to say "okay". Within three months, he had sold all his two-wheeled machinery and the Mardons were the new owners of *Sand Dollar*, a Coronado 25.

Don had messed around in boats as a youngster in Southern California, and the basics came back quickly. As Gail learned the ropes, the couple ranged farther out from their Oceanside berth, eventually making several trips to Catalina. They planned to move up in size to about a 35-footer — what Don considered the ideal size boat for two people — by buying, fixing and selling slightly larger boats each time. The Coronado's increment ended after they were caught close offshore in a Santa Ana condition. "As soon as

cont'd on next sightings page



Less interesting than '34'?

LATITUDE/JOHN R

LATITUDE/JOHN R

SIGHTINGS

life in the slow lane — cont'd

we got in we put the boat up for sale."

Now, we know lots of people who dream of buying boats that need work, fixing them and selling them at a profit. Mardon is one of a handful who does



Don and Gail Mardon.

it. Don is one of those guys who takes meticulous care of equipment. That's why he won motorcycle races and that's why he has yet to lose money on the boats he sells. With the Coronado, he broke even. With his next boat, the Ranger 28 *Anastasia*, he made a bundle. Admittedly, the boat was in severe need of work. The wiring was shot, it had a blown engine and a small country was growing on the bottom. He paid \$13,000 for it, put in \$3,000 worth of repairs and updates, and sold it, in primo condition, for \$26,900.

Don and Gail currently sail and race *Northstar*, a Pearson 323, out of Dana Point. They began racing in Dana West YC races because they wanted to learn more about sailing. "If you want to learn how to go fast, go racing," Don says. The first year, they were last every race, often finishing beyond the time limit, in no wind, "going sideways across the line with the chicken in the oven watching the sun go down."

This year, Don was appointed race committee chairman for the DWYC. And in typical fashion, he got on the phone and drummed up enough enthusiasm that the average number of participants is well into the teens. Part of the incentive was Don's idea to count only five of the summer series' 10 races for overall standings. "That way, if you don't want to do a race, fine. If you want a shot, you only have to make five races." The format has proven popular. *Northstar* is currently about third in the standings.

Northstar's roomy interior and workable sail plan more than satisfy Don and Gail's needs at the moment. And though there's no plans to move up in size in the near future, Don has already done a bunch of nifty things to the boat, mostly down below. In their sailing, the next big move will occur next year when they participate in their first long distance ocean race to Ensenada.

Although they keep contact with a few friends from the motorcycling days, Don and Gail are true converts to sailing. Except for the competitive part of it, though, Don doesn't draw many parallels to the two sports. "It's definitely life in the slow lane," he says. "That's one of the things we like about it."

Even boat for boat, Don admits the heavy but comfortable *Northstar* isn't go-

cont'd on next sightings page

"some like it hot"

So remember to bring U.S. stamps.

It's possible to have mail sent to the Port Captain's office, but it's a longer walk and they won't forward mail.

✓ Gil makes propane runs once a week, usually on Fridays, to San Jose del Cabo, the nearest source.

✓ The large number of boats in Cabo San Lucas have overwhelmed the VHF channels, so the Port Captain and Walt Polaris are changing the designated use of the channels. Both the fire department and the Anikan hospital will have their own channels. The new list of channels will be available at Papi's Deli as soon as it is completed.

✓ Cabo is a frontier town, so hospital facilities are very limited. Karen recommends the Anikan hospital, which is run by nuns, for emergency care. An operating room is currently under construction, but needs donations for completion. 'Air-Evac' service is also available with life-saving equipment.

✓ Karen continues: "The doctor Marc Hightower mentioned so highly (a-hum!) with slanderous remarks in *Mexican Medical Adventures*, is, I know for a fact, the best doctor in Cabo. He goes out of his way to help yachties and he also makes 'boat calls'."

There is an excellent military hospital in La Paz, a two-hour drive. "I was recently there for four days," reports the pregnant Karen, "and the care I received was fantastic." Foreigners are welcome, doctors are excellent, and you need not be a member of the military to receive treatment.

✓ Don't forget fishing licenses. Last season Mexican officials boarded American vessels and checked papers and searched



long live the king

Excuse the picture above. It's a photo of a photo, and the original wasn't all that great. But it does give you some idea of what a

rally — cont'd

boats. If you have fishing gear onboard, you need a license for *each* adult. You'll be fined if you don't have them!

✓ Pet owners are reminded that Mexico gets very warm, even in the winter. Karen's often seen furry animals, like malamutes, suffer in the heat, so you may want to think twice about bringing certain dogs.

Karen recommends bringing plenty of dog food with you. American pet food is available, but it's very expensive. Mexican brand pet food is less expensive, but the vet in Cabo advises against feeding it to American pets.

✓ Cruisers are asked please not forget the 'Toys 4 Cabo's Tots' program. Reports Karen: "I guess that 90 percent of the toys collected at Papi's were from yachties. Thank you for being so generous. The volunteer fire department donated the use of their old truck, with money for gas paid by yachties. Toys were piled on the truck with Santa (yes, it was Gil) riding on the back. Watching the truck carry Santa through Cabo was heart-warming as well as heart-breaking. As they drove through the needy sections of Cabo, the children appeared by the hundreds. Unfortunately, there were not enough toys to go around.

If cruisers would all bring toys with them, the drive could really be a success. Fifty-cent or \$1 toys from Pac'n Save are far better than expensive toys.

✓ "Thanks to everyone who brought a burgee to hang in Papi's," writes Karen. "We have room for lots more. Don't forget to put your name on your burgee!"

✓ See you all soon!



— harbor, that is

winter storm looks like in Redondo Beach's King Harbor. Despite the breakwater, such
cont'd center of next sightings page

life in the slow lane — cont'd

ing to set any records. When you think about it, though, he's set a personal record already. In the last five years, he hasn't broken a single bone.

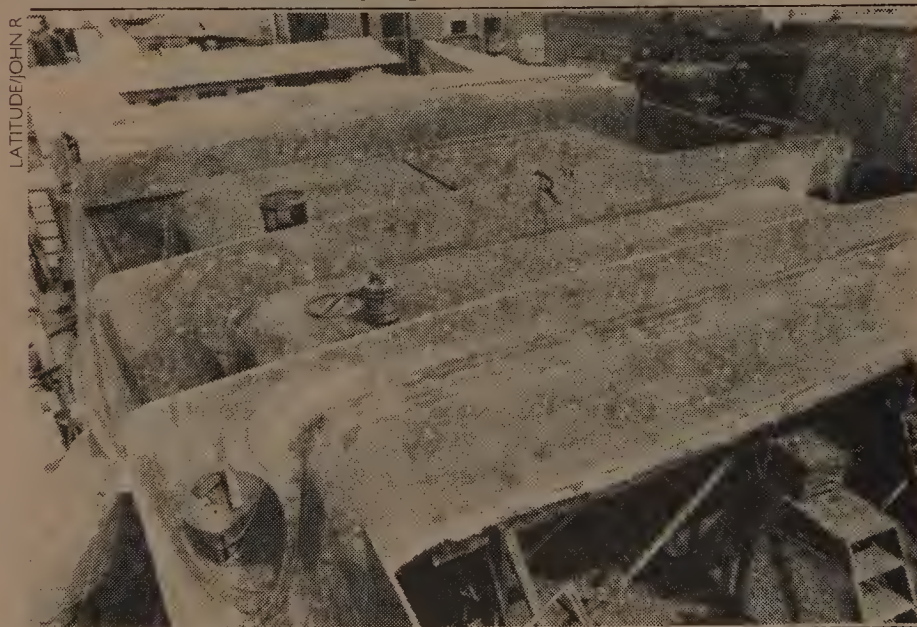
(It doesn't have anything to do with sailing, but on those rare times when you can get Don to reminisce about racing bikes, it makes for some entertaining listening. Like his observations of some of the movie stars that used to compete. He says you could always pick Lee Marvin out of a crowd, even when you couldn't see him, by that voice; Steve McQueen always raced under the name Harvey Mushman for anonymity's sake; and James Arness, "Gunsmoke's" Matt Dillon, was so big that whenever he got on a dirt bike, "It looked like a cub bear screwing a football.")

surf cat

Old surfers don't fade away, they just go sailing. At least, that's how it seems. Just ask Hobie Alter, Phil Edwards, Mickey Munoz, or a score of others — including the publisher of this magazine.

Like many before him, when surfer Mike Miller started sailing in the early '70s, he opted for the speed and stability of two hulls rather than one. He's owned and sailed the Cheoy-designed *Patty Cat* extensively since 1975. Unlike most of his predecessors, sailing never supplanted surfing as his favorite pastime. In fact, when his current project is complete, he hopes sailing will open the door to some of the best surfing yet. Mike's 68-ft catamaran now building at Long Beach's Dencho Marine is going to be the floating base camp for a surfing safari that will take him and a group of friends through the South Pacific in search of (sorry, we just have to say it) some perfect waves.

This new boat is also a Rudy Choy design, although Gino Morelli, whose *Wind Warrior* took fastest elapsed time in the recent TransPac, is doing much of the deck layout and rig design. Below, the big cat will feature two king and two queen size bunks, as well as two singles — it's more fun surfing with friends — as well as interior storage in the bows for surfboards. With hulls and deck framing together, the boat is about half complete, with a projected launch date sometime this spring.



Mike Miller's surf searching catamaran.

Now most cruisers we know will go way out of their way to avoid surf — after all, that's the stuff that does to your boat what the guys on Saturday Night Wrestling do to each other. But Miller is planning to cruise Mexico, the South Pacific and Indonesia looking for it. We asked how one goes about finding good surf from a boat.

"First of all, you have to not be in a hurry," says Mike. "You do have to go closer in than you normally would. And then you look for signs, like mist. Especially in an offshore condition, if there's surf breaking it will put a good amount of mist in the air." Having lived the last 20 years in Hawaii, Mike has

cont'd on next sightings page

SIGHTINGS

surf cat — cont'd

also used planes to find good spots, and he can sometimes tell by the "lay of the land" where surf is likely to be. Finally, "a couple of the guys going along are boardsailors, and they can scout ahead." When he finds a good spot, he says he'll anchor the boat at the nearest anchorage and motor over to the waves on the inflatable.

catalina island series wrap-up

Long Beach YC's Catalina Island Series, a low-key series involving five weekend jaunts to Catalina and back, ended last month. It was a great excuse to toss the wife and kids, some beer and maybe even the dog on the family yacht and reach over to the island for the night.

"It's my favorite series," said 23-year-old Karin Brunskow, who pounded



Karin Brunskow won PHRF B with 'Gotcha' a Santa Cruz 27.

her class with her '76 Santa Cruz 27 *Gotcha*. "The conditions are perfect for my boat — it usually turns into a reach over and is almost always a run back." She enjoys the races to the Isthmus the most, among other reasons because everyone socializes afterward at the only show in town, Doug's Harbor Reef Restaurant and Saloon. Karin's victory in the series proves that you don't need to be old to wind ocean races — or rich. She bought her boat two years ago for "less than the price of a new Hyundai".

Each of these two-race/mini-cruise weekends, which began in April, went to different harbors on Catalina. Course lengths ranged from 25 to 34 miles.

The series, which has become an institution in the Long Beach area, attracted 121 starters this year. According to regatta chairman Carl Kindrich, who's held that post since 1970, the series is "quite alive and well".

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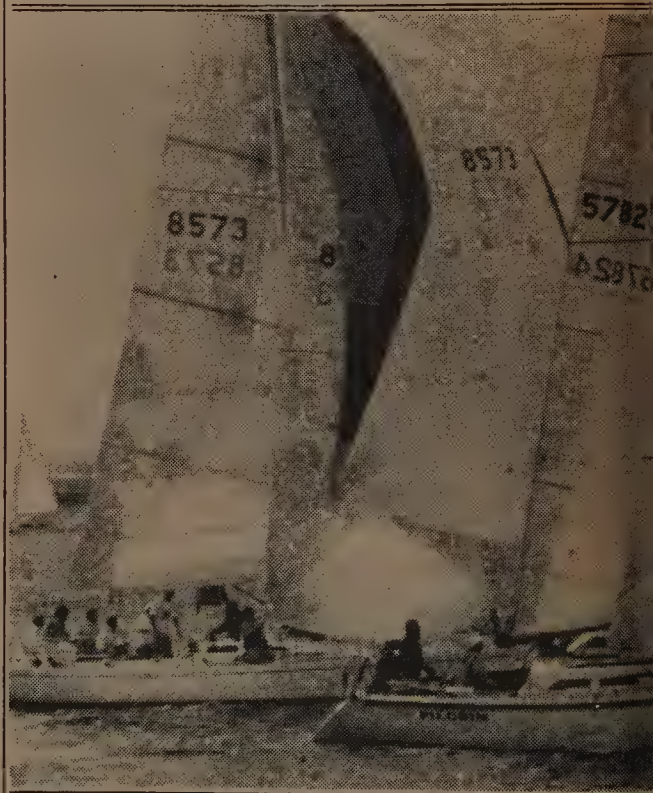
long live the

storms wreak havoc with docks, boats and gear. Additional protection for the harbor is only one of the improvements planned for the next few years.

First priority, though, says Harbor Commissioner Sheila Shoettger, is dredging. "King Harbor is 26 years old and it's never been dredged," she says. As one of the few harbors along the coast that's not at the mouth of a river, King Harbor is not subject to serious shoaling, but a quarter century is a quarter century. At low tide, members of the Redondo Beach YC can't even use the hoist; the anchorage behind the breakwater is half its original depth.

Shoettger reports that total dredging has been approved to get the harbor back to its original depth. It is due to start in the spring.

Also due this spring is ferry service to and from Catalina. The PUC has granted the Catalina Channel Express a permit to run a 140-passenger vessel out of King Harbor's



rainy

In September, expiring hurricane Max sent wind and waves up Southern California way, making for an extra-exciting few days of small-craft advisory sailing. Last month, an even more powerful hurricane, Ramon (175 mph winds at its strongest), made itself felt, though not as welcomingly to sailors. The swells were there, and the surfers were out in force. But instead of wind came rain, a record 3/4 of an inch of it in San Diego the weekend of October 10 and 11. As you can see, racing went on as scheduled, but the

king — cont'd

Basin 3. Shoreside, Shoettger is ironing out the expanded parking arrangements to accommodate the ferry service, as well as a proposed new entrance (by road) to the Marina.

In the slightly more distant future are those plans to bolster up the breakwater. The jetty presently breaks from a height of 22 feet at the end of the anchorage area to 14 feet. Shoettger says though plans to bring the shorter section up to 22 feet have been in the works for some time, "This is a laborious process that is highly dependent on Congress appropriating funds.

"This has been ongoing since 1980," she continues. "We are due a feasibility study in 1988. That then needs to be submitted to a board of engineers. If they pass it, we do drawings and go to Congress again for appropriations . . ." In other words, don't you anchor-outs take your extra anchors to the swap meet just yet.



racing

thrill quotient was riding about as high as the Dow Jones average — whose parade also got rained on.

Curiously, except for "isolated showers", the wet stuff never really made it much north of San Clemente. Despite predictions to the contrary, it only drizzled a little in Orange and Los Angeles Counties. In Santa Barbara, it was sunny and warm. There wasn't much wind there either, but locals could at least work on their tans while they slatted around.

catalina island series — cont'd

The following results were based on each yacht's best 7 out of 10 races.

SCORA (IOR, 13 entries) — 1) **Passion II**, Briand 39, Peter Tong, LBYC, 13.5 points; 2) **Apogee**, Peterson 39, Milt & Marty Vogel, LBYC, 14.5; 3) **Indian Summer**, Ericson 35, Jerry & Bev Fipp, LSF, 17.25.

PHRF DIV. A (under 108, 32 entries) — 1) **Starduster**, Hobie 33, Gaughen/Hibbon, SBYC, 16.5 points; 2) **Hombre**, Schock 35, Bill Haslett, BCYC, 25.75; 3) **Mirage**, J/35, John Stea, LBYC, 26.5.

PHRF DIV. B (109-153, 34 entries) — 1) **Gotcha**, SC 27, Karin Brunskow, SLBYC, 5.25 points; 2) **Puffin**, Catalina 34, Peter Schoonmaker, CBYC, 30; 3) (tie) **Nemesis**, NZ 37, Matt Phalman, WWYC, 30.75; 3) (tie) **Entourage**, Catalina 38, Lingle/Lingle/Wilson, LBYC/ABYC, 30.75.

PHRF DIV. C (156-180, 13 boats) — 1) **Sunshine**, Cal 2-29, Dennis Humphrey, CBYC, 9 points; 2) **Rosinante**, Catalina 30, Gil Davidson, CSF, 17.75; 3) **Mat Pen Lai**, Columbia 36, Bill Lewis, NYCLB, 18.75.

PHRF DIV. D (181+, 29 boats) — 1) **Super Cat**, Catalina 27, Kortz & sons, SBYC, 11.25 points; 2) **Everjoy**, Columbia Challenger, Gary Winton, SBYC, 20.25; 3) **Sailor's Delight**, Cal 25, Dan Sailor, LSF, 23.

singlehanders to race for fowl trophies

The Pacific Singlehanded Sailing Association (PSSA) will host its annual Turkey Race on November 21. The fun 13-miler from Marina del Rey to El Segundo and back is for singlehanded cruising boats with PHRF ratings over 198. The prizes are consistent with the holiday season: a turkey for first place, a chicken for second, and a cornish game hen for third. We never asked about fourth place (seagull? pigeon?).

The Association, which now lists 100 members, has been in existence since 1980. The first half of their season consists of six 180-mile offshore races; the second — named in honor of the late delivery skipper Dave Wall — is made up of five 25 to 30-milers. Anyone interested in learning more about the PSSA can contact Commodore Steve Boothe at (213)-970-1529 (work) or (213)-379-7908 (home).

Winners of the 1987 season were as follows:

Singlehanded Division — 1) **Scrimshaw**, Farr 30, John Martin; 2) **Thriller**, Tartan 30, Phil Habegger; 3) **Merrymac**, Gulfstar 32, Robbie McFarlane.

Doublehanded Division — 1) **Cool Change**, Islander 36, Steve Boothe/Pam Ridgway; 2) **Apple Pie**, SC 40, Peter Crank and various crew; 3) **Adroit**, Newport 28, Dan Stitzel/Horst Lechler.

mcguires 44

Bob McGuire's been building and repairing wooden boats for years in the Santa Barbara area, but it wasn't until last month that we finally got to meet him and see an example of how good he really is. We were talking to people from Marina Four about the gasoline spill that occurred there over labor day when we spotted an absolutely spotless 44-footer, obviously built by someone who knew their stuff. And though we'd never seen this boat before, it looked somehow familiar.

"Other people have said the same thing," says Bob. "I've been influenced over the years by people like Ron Holland, Peterson, Lapworth, as well as by the 'fast is fun' designs out of Santa Cruz, and I guess those influences show. The boat is my design, though, and I've also incorporated a lot of what I've found works best over the years."

Bob apprenticed under west coast builders from San Diego to Santa Barbara to learn the shipwright trade, including Santa Barbara's own Paul "Sugar" Lindwall. After being on his own for several years, McGuire decided to build a boat "as kind of my master thesis," he says. "And while I was young enough and dumb enough to do it."

"I wanted to experience it from start to finish, so I drew the plans, we lofted it, built it and put it in the water. We even poured the 9,500 pound keel ourselves." The boat took four years to complete at McGuire's old Goleta shop. Although traditional plank-on-frame boatbuilding and repairing remains his main bread and butter, the 44 was cold-molded using the WEST (wood epoxy saturation technique) system. The result, launched in early 1986, is a sleek, lightweight (20,000 lbs) fin keeler that sometime crewper-

cont'd on next sightings page

SIGHTINGS

mcguire's 44 — cont'd

son Collee Lawson says "is one of the nicest sailing boats I've ever been on."

Since the boat serves the dual purpose of also being McGuire's calling card, he took particular care down below, bright finishing much of the open airy interior to show the structure. Making it even more open and airy is the huge amount of headroom (well, to us) to accommodate Bob's lanky 6'5".

"I was nervous as a whore in church when it came down to launch day," he laughs. "But I'm happy with the way it turned out — safe, seaworthy, fast and easy on the eyes." Of course, the boating experience doesn't end with launching, he says. "For the last year, I've also been experiencing the maintenance syndrome."

early-bird drawings for

The Marina del Rey Christmas Boat Parade is one of the premiere decorated-boat events in the known universe. It has been held for more than 20 years in the world's largest man-made small craft harbor.

This year, on December 12, 100 boats will parade for two hours carrying festive lights, live bands, chorales and celebrities. The theme this year is "Sentimental Journeys".



boat parade entries

More than 70,000 spectators are expected.

If you want to enter, now's the time to act. Early applications are being accepted by the Pioneer Skippers Boat Owners Association. Entry fee is \$35 for individuals and \$200 for businesses. Early entries will be eligible for drawings for prizes November 1 and December 1. For information call the association at (213) 821-7614.



LATITUDE/JOHN R

satellite tracking system changing sailing

Blind sailor Jim Dickson, alone in his 36-ft sloop *Eye Opener*, was in trouble. Four days into his TransAtlantic trip, Mother Nature had buffeted Dickson and his boat, knocking out his custom talking SatNav. Lost and tired, Dickson aborted his solo TransAtlantic bid and was guided to Bermuda, 350 miles away, by radio contact with supporters on the shore.

Jacques de Roux, a Frenchman sailing in the '82-'83 BOC singlehanded around-the-world race, was desperate. His 41 foot *Skoiren III* had pitchpoled in the barren, bone-chilling waters of the Southern Ocean, and he was sinking. Dismasted and with his radios saturated, he activated the emergency switch on his new, and at the time relatively unproven, "black box". After bailing for his life for three days, de Roux was rescued by a fellow competitor.

Dickson and de Roux were saved by a miracle of modern technology — a satellite tracking system called Argos. Introduced in 1979, Argos can locate and follow any platform — ocean racers, hazardous or high value cargo ships, airplanes, whales, your wife's car, you name it — that's equipped with the proper transmitting device. Two satellites receive the signals, which are then relayed to ground stations in France and the United States. In this brave new world of information gathering, the data is processed and distributed in split seconds.

Satellite tracking technology recently became more available in this country when a new organization called NACLS, Inc. (North American Collection & Location by Satellite) set up shop in Maryland. Their purpose is to provide commercial services, such as equipment rental and technical assistance, to Argos users.

Originally developed as a joint venture between the French Space Agency and our own NASA and NOAA agencies, the Argos system is now commercially available at surprisingly reasonable rates.

The ramifications of Argos — which derives its name from an all-seeing 100-eyed creature in Greek mythology — on the sport of yachting are profound. It was mandatory equipment in the latest Whitbread Round-the-World Race and BOC Challenge (the single-handed round-the-world race). The tracking system served a two-fold purpose in these risky globe-circling adventures: it made the races safer while simultaneously making the racing more accessible to the public. The press was able to deliver virtual jibe-by-jibe accounts of the race, and the increased media coverage presumably meant more exposure for the commercial sponsors.

Apparently, not all the competitors were thrilled to have Big Brother watching their every move. In the past, skippers were able to sandbag a little on their positions, not wanting to tip their hand if they'd found good currents or wind. In fact, a guy in the 1968 singlehanded round-the-world race almost pulled off the ultimate scam. Donald Crowhurst, an enigmatic and disturbed Englishman, fudged the entire circumnavigation and had the "race" in the bag — before he disappeared.

Now, with deadly accuracy, everyone knows where the fleet stands, and accordingly the race is fought as a daily dinghy race. Turning the system off would bring a huge penalty, and no one yet has figured out how to outsmart it, although the crew of Whitbread entry *Lion New Zealand* had a novel idea. They joked about putting the transmitter in their liferaft and towing it 40 miles behind them.

We don't know offhand of any other races besides the round-the-world races that require Argos transmitters. For that matter, we don't know of many boats that have the Argos system other than Steve Shidler's Multihull TransPac winner *Wind Warrior*. But now that they're available at increasingly reasonable prices (you can rent an Argos system for about \$70 a day, including the monitoring fee), we think they would be outstanding, both for safety and publicity, for the 1988 Singlehanded TransPac, the Pacific Cup to Hawaii, and the singlehanded Race For Life from San Diego to Hawaii.

We can think of a few marine insurance agents who would readily agree. Maybe an Argos system is something you should consider before taking off on that next blue-water sabbatical or your next TransPac.



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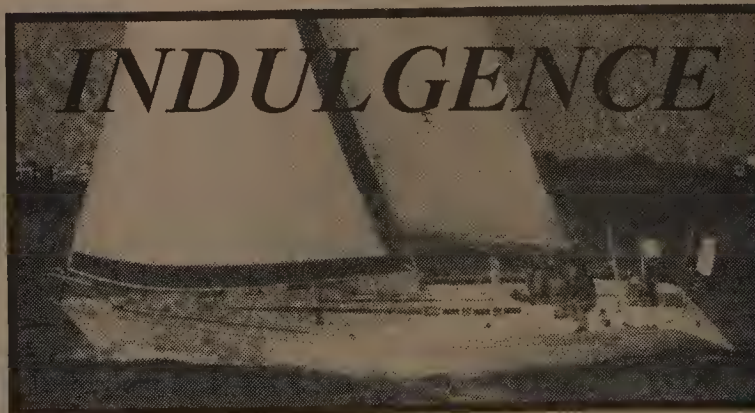
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COJO AND THE LOST COAST

California has about 750 miles of coastline. Our personal favorite for cruising is the 32-mile stretch between nasty old Point Conception and the fish pier at Goleta. Thanks to the relative proximity of military and space shuttle facilities at Vandenberg Air Force Base, and the huge

Spanish land grants, this is virtually a lost coast to shorebound citizens.

Sparsely populated, this segment of gentle coast offers a combination of the best features of both Northern and Southern California coastlines. The pleasant temperatures, long sandy beaches, relatively warm summer ocean temperatures, and colorful sunsets are pure Southern California. But the mostly undeveloped rolling hills and coastal mountains, the clean air, and the paucity of roads are more typical of the

ALL PHOTOS BY RICARDO DEL SUR



CALIFORNIA CRUISING:

Northern California coast.

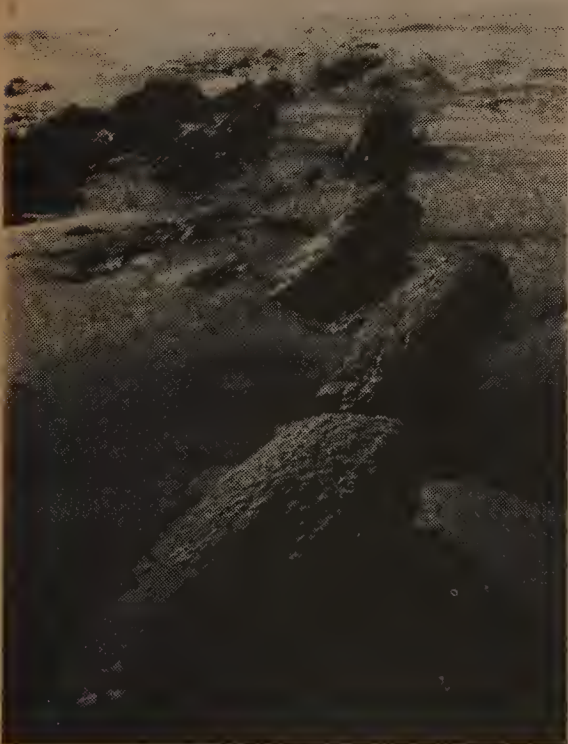
Climatically, Point Conception is the dramatic dividing line between the two Californias. To the north the ocean is temperate; to the south it's subtropical. Each has its own variety of sea life. There's also a marked difference in the amount of fog. Point Arguello, just 12 miles to the northwest, has almost twice as many days with less than half mile visibility than does Conception. In fact, there are many times when

with \$25 million in cargo in 1854, the passenger vessel *Harvard* in 1931, and the infamous fleet of Navy destroyers that piled ashore near Hondo back in 1923. During a similar period only five ships were lost to the south of the point.

Although there are no berthing or mooring facilities along the 32-mile run from Conception to Goleta, there are at least eight

A vacant butt-slapper with a nice wall, an aging surfer's dream come true.

anchorage used with some regularity. The coastline frequently experiences calm or light offshore wind, because summer's hurricane-bred south swells from Mexico are blocked by the Channel Islands. A careful sailor can often anchor safely almost anywhere along



The beach near Little Cojo. Down in Mexico, they'd call this group of rocks The Friars.

a thick bank of fog to the north ends abruptly at Conception.

Of course the biggest difference is in the wind and sea conditions. Because of frequent spring and summer northwesterly gales and rapidly steepening seas in the vicinity, Point Conception has often been referred to as the 'Cape Horn of the Pacific'. The strong winds and huge seas keep roaring along to the southeast, but the coastline takes a sharp turn to the east at Conception. Which is why the winds and seas can be creating hell 30 miles away at San Miguel while the anchorages along the 'lost coast' are smooth and often windless.

The most compelling evidence for the difference in the weather to the north versus to the south of Conception is the number of ships lost. Since the 1800's some 25 ships have been lost to the immediate north of Conception, including the *Yankee Blade*



COJO AND THE LOST COAST

this part of the coast. During the summer months, that is.

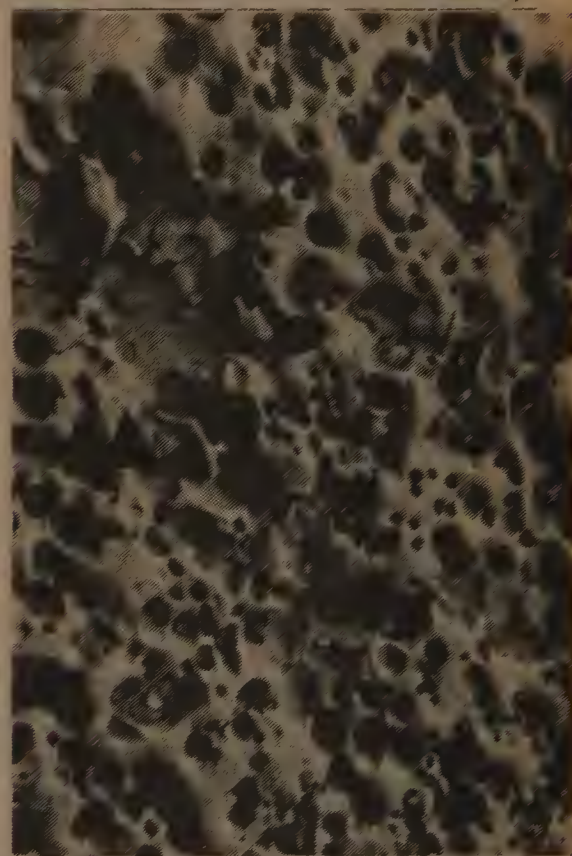
For vessels heading south from San Francisco, Cojo is the first anchorage south

The unpopulated rolling hills, the calm waters, and warm temperatures make the Lost Coast a favorite of ours.

of Conception, and in our opinion usually the best of the lot. Tucked in behind a bight just 1.5 miles east of the Point Conception light, it's easy to find. Because the northwesterly winds whip off the top of the hills there is no room for seas to build up fetch. We've sat out winds up to 35 knots in complete comfort, and certainly weren't the first ones.

Cojo has been the most popular anchorage along this stretch of coast for centuries. It's not known if Cabrillo — the first European to explore this coast — put in here before dying as a result of complications suffered during a botched shore landing at San Miguel Island, but he may well have. The Russians, long before boycotting the Olympics, used the anchorage when they nearly polished off the local sea otter population. In the 1800's whalers from New Bedford used Cojo as one of the two stations in the region. Back then the gray whales were so plentiful that the whalers didn't even use a mother ship: they simply launched their whale boats from the beach.

Modern-day sailors also use Cojo heavily, either as a rest stop after a long run down the coast, as a secure place to wait for the weather to moderate before heading north, or as the ultimate destination of a cruise. Besides the transient sailors, the anchorage



Another shot of Little Cojo; sand over sandstone isn't a good bottom for anchoring.

is frequently used by commercial fishermen and divers. And you can't forget the surfers, who come to Cojo in everything from inflatables to power cruisers to surf some of the very few crowd-free breaks in the Southland: Government Point, Perko's, and Little Cojo just to name three.

Also utilizing the Cojo anchorage are the incredibly diverse vessels used in the exploration and extraction of offshore oil.

COJO

About 100 years ago the world's first offshore oil well was sunk less than 50 miles down the Santa Barbara Channel at Summerland, a town more famous today as the home of the Nugget Burger. A turn-of-the-century strike at Ellwood — about halfway to Cojo from Summerland — saw the erection of hundreds of back-to-back rigs near the shore. Some of the remains of these are now beneath the surface of the water and create something of a hazard to inshore navigation.

In 1976 offshore drilling history was again made in the Santa Barbara Channel, this time just 5.5 miles ESE of Cojo. There the Hondo rig was erected in 1,200 feet of water — almost twice as deep as any rig had been sunk before.

The pace of oil exploration and production hasn't slowed in the area, nor is it likely to soon. The recent big finds in the Arguello area to the north have had channel traffic really hopping. Fortunately, several of the rigs monitor vessel traffic in the channel and can help you out when the fog gets thick.



Thick and pungent tar on the ocean surface sticks to topsides like crazy.

There are lots of folks who hate the offshore oil industry, but we've got to confess a certain affection for some aspects of it. The offshore rigs, for example, are kind of neat. They're huge, noisy, and best of all, spit fire out the side. How virile! Yeah, we know people say petroleum products are



Above, the Southern Pacific tracks the coast. Watching trains go by is a pleasure. Below, the beach from the anchorage at Refugio.





Above, two oil industry workboats anchored off Cojo. Below, surf rats plying the lost coast in search of empty waves.



Above, an Amtrak attack. The only public access to the Lost Coast is by train or boat. And the train doesn't stop. Below, commercial fishermen are a common sight.



CALIFORNIA CRUISING:

dangerous to living things, but how do they explain the fact that the guy who invented Vaseline ate a teaspoon of it every night for 30 years? And he lived to 90.

Because of oil exploration, however, you must keep your eyes open. In the stretch

If you do go ashore anywhere from Cojo to just north of Gaviota, you shouldn't wander too far inland because above the high tide line you'll be trespassing. There are guards that patrol the area. Our old sailing friend Bob Jensen reports that once a shotgun-toting guard almost prevented him from retrieving his surfboard after he muffed a ride. During our last visit a green pickup started to follow us down the beach. We figured we were going to catch hell, but all the driver did was wave a friendly 'hello'. So, you never can tell.

For those looking for some vigorous physical activity, the surfing, bodysurfing, and swimming are usually fine, and always

uncrowded by normal standards. We've also noticed that a number of boardsailors seem to favor the area. Jogging on the deserted beach is rewarding, as is casually enjoying the bounty of nature unspoiled. During the evening we've found the periodic gleam of the Conception Light to be hypnotic, as are the swirling headlights of the Amtrak locomotives that transit the Southern Pacific rails not 100 feet from shore.

Just a few hundreds yards east of Cojo is another small bight called Little Cojo. We've seen several boats anchor here and heard of

Morning becomes Cojo.



Offshore oil drilling started in the Santa Barbara Channel; 100 years later it's still going strong.

between Cojo and Santa Barbara we've seen many industry buoys, barges, cranes, and platforms with no lights whatsoever. A severe hazard on the brightest of full moon nights, they're an accident waiting to happen when there's fog.

Although a harbor of refuge has been proposed for Cojo a number of times, nothing has ever come of it. And it's doubtful if anything will. Consequently there are no facilities whatsoever at this anchorage. So what's to do there? Plenty.

We like to start off our visits by just sitting in the cockpit feeling the boat undulate in the gentle swells and listening to the sound of phones not ringing. If we're really hungry for action we notice the geological formations along the coast and then drag out our Woody Woodchuck geology manual.

By the second day we're usually in good enough shape for a row to shore and a barefoot walk in the sand. After wearing shoes for most of the year, squeezing sand with your toes is one of the most therapeutic activities known to man. Two out of three doctors recommend it over booze and drugs.



COJO AND THE LOST COAST

lots of others, but we sure don't recommend it. The bottom is hard sand with lots of smooth rock and is reported foul. And the fine anchorage at Cojo is just so close.

From time to time mooring buoys are placed in the vicinity, but don't tie up to these as oil industry support vessels often pick them up late at night. Do however, watch out for the polypropylene lines attached to them, they float on the surface and like to wrap around your prop.

Eight miles east — no, not south, of Cojo is an anchorage called Secate. Both the *Southern California ChartGuide* and Brian Fagan's *Cruising Guide to the Channel Islands* give this spot better marks than Cojo.

making us wonder if the authors have ever been there. But to each their own.

Secate is easy to find as the eastern side is



There's not a many other places in California where you can drop the hook, dinghy ashore, and walk for miles without seeing another soul.

directly north (magnetic) of conspicuous oil rig Helen. A relatively good-sized and pronounced indentation in the coast, you can drop the hook in 30 feet of water on either the west or east end of Secate. The bottom is mostly sand.

As was the case with all the anchorages along this stretch of coast, Secate used to have a wide, thick layer of kelp that flattened the seas and kept the chop down. The dense forests were uprooted by winter storms several years ago and only in some places have regrown to their once great splendor.

Gaviota Landing — the word is, Spanish for seagull — is four miles to the east of Secate. A California State Park, it's also the first parcel of public land east of Point Conception. You can't miss this place, as it not only has a distinctive railroad trestle, but a 434-foot pier extending from the western edge of it. It can be identified at night by car lights; it's here that Highway 101 turns inland toward San Ardo, Denver and New York.

There are some private moorings at

Gaviota, and you can anchor if you want. But you won't want to — at least not for more than a few hours or with your boat unattended. There is an unpleasant backwash from the west that makes this



The fish pier at Gaviota, a good place to take on passengers. We've even done it at night and lived to tell about it.

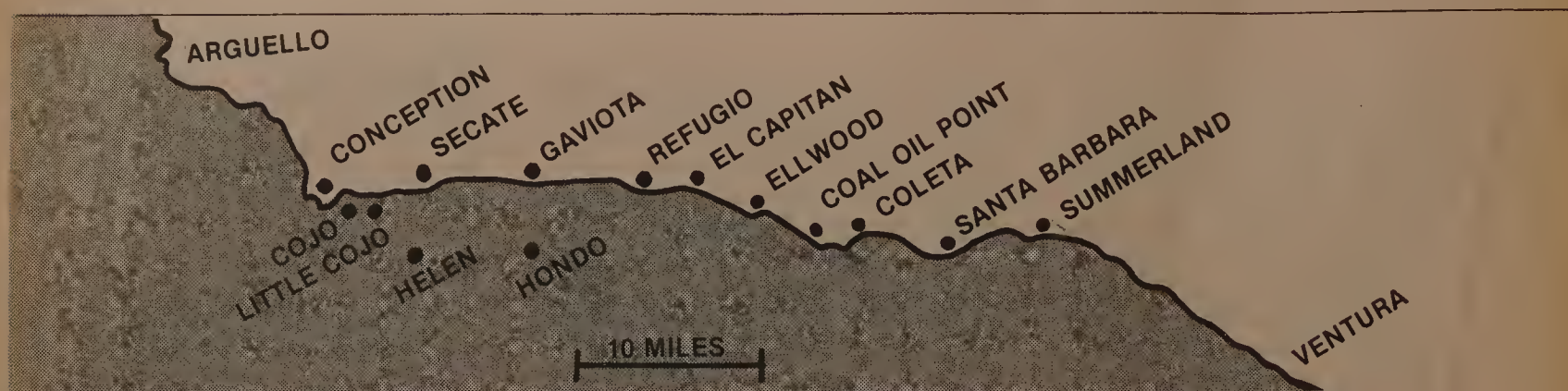
anchorage extremely uncomfortable even when it's calm nearby.

The pier has a floating dock, so that it's possible to on and offload passengers and cargo from a dinghy without getting wet. This makes it an ideal place to pick up surfing buddies who only have time for a quick trip to the spots at the Ranch. Although we wished we had never found out, it's a \$50 cab ride to Santa Barbara's airport in Goleta. Ask around the state park for someone headed that way and you'll likely get the same ride for free.

The state park has a snack bar that's open in the summer, as well as ice, telephones, and barbeque rings. The beach is nice, but can get crowded, as least compared to the rest of this coast.

Like all the canyons along this stretch of coast, Gaviota's is subject to brisk winds funneling down — even when the rest of the coast is calm. Since the winds blow offshore, you're not going to be blown up on the beach. But don't be surprised by them. Sometimes you can get an onshore wind, in which case you either have to hoist anchor and leave or monitor the situation carefully.

COJO AND THE LOST COAST



We had to pull out one night when the on-shore winds came up to around 20 knots; as soon as we left they petered out to nothing. Frustrating as it is, it's better to be safe than sorry.

Six and three-quarter miles east is Refugio, another state park and a much better place to anchor than Gaviota. This spot is also easy to find, as it is lined with palm trees and backed by a huge concrete freeway overpass. It's also located almost magnetically north of oil rig Hondo, the modern-looking one. Anchor to the east of the point in hard sand in 25 feet of water. The beach is very nice here, and there's a snack bar, showers, and all the standard state beach amenities.

Refugio is a bit of a historical place, being the landing for the once very wealthy and famous Rancho Ortega. Back in 1818 the French pirate Hypolyte Bouchard, who was flying the flag of Argentina, staged a raid, having successfully ransacked the capitol at Monterey several weeks before. But the residents had been alerted and had left the ranch. A spiteful bugger, Bouchard burned all the buildings down and killed the livestock. There's little need to worry about such things when anchored at Refugio now; our President's private residence is just up the mountain hill and the security folks watch the coast pretty well.

El Capitan, yet another state beach, is just 2.5 miles farther east. Here too, are the normal state beach amenities and facilities. Anchor around the bight off the rocky shore, not off the sand beach. At the former it's easier to dinghy ashore and up on the rocks without getting wet. In summer, that is. During winter "El Cap" becomes one of surfing's all-time hollow barrels, breaking almost right on top of the rocks. A shore landing then would be suicide.

For sailors who like to dive, the area between Refugio and El Capitan is noted for abalone, scallops, lobster, and many varieties of fish. The underwater photography is also reputed to be good.

Another eight miles along the coast is the very aptly named Coal Oil Point. From El

Capitan you must stay at least four or five miles offshore or run the risk of having your hull covered with coal tar. This sticky tar — you can smell it from miles away — has been seeping up from cracks in the ocean floor for centuries so don't get all excited and call the Coast Guard pollution squad. If your topsides come in contact with the tar — and huge globs float on the surface of the water — it sticks; and there's no soap that's going to take it off. Varnish thinner works best, but the clean-up is a real pain. Heed the advice of idiots such as ourselves who've plowed through it twice: Go around.

The final and easternmost anchorage along the lost coast is Goleta, where the first boat of any consequence was built in California. Goleta is Spanish for schooner, so we'll give you one guess what kind of rig the vessel had.

The anchorage is straight forward. Drop the hook in hard sand between the pier and the western shore. There's plenty of room, but even in calm conditions this anchorage is often subject to excessive rolling — excessive enough to drive you stark raving crazy. One remedy is flopper stoppers; another is to anchor bow and stern directly into the swell.

There's yet another park at the Goleta anchorage. It not only has all the normal amenities of the state parks along the coast, but a couple of extras. A nice lawn, for example, which makes a pleasant change after nothing but sand beaches. Another is the Beachside Bar & Grill located at the foot of the fish pier. Back when it was Scotch 'n Sirloin, it had everything a sailor needed after being at sea too long: strong drinks, good chow, and a hopping dance floor with live music. But now that it's the Beachside Bar & Grill, the dancing is gone and the meals are a little more upscale: \$9 for chicken to \$20 for lobster and steaks. If you're looking for action, you'll have to take a cab to Alex's or Spikes in nearby Goleta.

Extra bonuses at Goleta are the airport, less than a mile away, and Isla Vista beach, within walking distance to the west and

where 12,000 UCSB coeds sun themselves in minimal costumes.

South of Goleta the shoreside population increases dramatically and you can see and hear the roar of the freeway and civilization in general. It becomes the Southern California coast as we all know it. But it does have its own rewards. The harbors of Santa Barbara, Ventura and Oxnard are no more than half a day away, as are the Channel Islands.

Frankly, the sailing along this 32 miles of lost coast is often marginal. Inshore there's usually less than a light breeze. If you want wind, you have to go a few miles offshore, but you'll find it. If you go 20 miles out — say most of the way to San Miguel Island — you'll frequently find more wind than you ever care to have.

Fog can sometimes be a problem along this stretch of coast, particularly in early summer. But it usually burns off by mid-day. There are times, however, when it can hang low and thick for several days at a time.

The lost coast is not suitable for winter cruising. Southeasterly and southwesterly winds associated with winter gales make this entire stretch of coast a dangerous lee shore. Richard Henry Dana writes about it in *Two Years Before The Mast*. In addition, the heavy winter groundswells from the north pour into these anchorages, making for great surfing but horrible anchoring. There are no refuges.

From fall through spring Santa Ana winds are also a threat. They can blow like hell, but if you're anchored close to shore there is no room for fetch to build, so you should be able to ride them out.

Not everybody thinks this stretch of coast is so great. Mike Pyzel, who lives in Santa Barbara and sails his Cal 28 out to the Channel Islands as many as 40 times a year, hasn't bothered to sail up that way in ages. But for easy sailing, plenty of solitude, and miles of deserted beaches, this stretch of coast suits us just fine. It's California at its best; the way it used to be.

— latitude

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ANCHORING GUIDE

On my first three voyages to Baja, I looked forward to the exhilaration of open ocean sailing and nightrunning on a moon-lit sea. I had enough crew aboard to set watches around the clock.

I'm a little older now and thus say to hell

of the United States. The anchorages listed in the chart are normally useful under prevailing conditions from the northwest.

PHOTOS, CHARTS AND MAPS
BY JACK WILLIAMS

circumstances.

If you're a typical skipper searching for a good anchorage, the things you look for — in no particular order — are: 1. good holding ground; 2. protection from the wind; and, 3. protection from the swell.

Of the 32 anchorages and harbors listed, all offer good holding ground in depths between three and 10 fathoms. Bottoms are sand with mud prevailing in a few cases. Thus what might normally be the most important consideration, good holding ground, isn't really a problem along the Baja coast.

Finding anchorages free from the wind presents the reverse situation. Very few of the 32 anchorages and harbors listed have a massive headland or island to provide a substantial barrier to the wind. The most effective wind blocks are found at Cabo San Augustine and under Cabo Lazaro at Bahia Santa Maria.

Given the fact that the 32 anchorages pretty much all have good holding ground and poor protection from the wind, the real key to judging anchorage quality along Baja's Pacific Coast is the amount of protection they afford from ocean swells and wind waves.

What frequently happens to first-time cruisers is that they tuck up in a bight under the southeast side of a headland that obviously blocks the direct path of the northwest swell. But when they get the anchor down they discover they roll and the anchorage isn't the restful paradise they'd anticipated. Say hello to swell refraction.

Ensenada offers good protection. The drawback is that the harbor is filthy and that it's just a few miles down the coast from San Diego.

PRINCIPAL PACIFIC COAST ANCHORAGES

NAME	COMMENTS
MAN-MADE HARBORS	
San Diego	Both anchorage and transient docks
El Sauzal	Commercial fishing port. No tourist facilities
Ensenada	Small boat marina and anchorage available
Cedros Village	Commercial fishing port. No tourist facilities
Cabo San Lucas	Dredged inner harbor plus NW wind outer bay.
ENCLOSED NATURAL HARBORS	
Bahia Tortugas	Two principal anchoring areas.
Bahia Magdalena	Many anchorages plus port of San Carlos.
BEST NW WIND ANCHORAGES	
Isla San Martin	Two anchorages at Hazzler's Cove.
San Quintin (Outer bay)	See text concerning the inner bay.
Punta Baja	Shallow offshore gradient.
Isla San Geronimo	Anchorage at SE end of island.
Bahia San Carlos	Anchor off village.
Isla San Benito	Anchorage in bay formed by three islands.
Cabo San Agustin	Best anchorage at Isla Cedros.
Isla Natividad	Anchorage at SE end of island.
Asuncion	Anchor off village.
Punta Abreojos	Best anchorage 2 N.M. NE of main village.
Bahia San Juanico	Good anchorage off village.
Bahia Santa Maria	One of the best anchorages in this class.
OTHER NW WIND ANCHORAGES	
Isla Coronados del Sur	Small cove, plus along E side of island.
Islas Todos Santos	Two small coves on E side of S island.
Santo Tomas	Anchorage is better than its 0.25 rating.
Punta San Jose	Anchorage is not as good as its 0.30 rating.
Cabo Colonet	Anchor off steep cliffs.
Punta Blanca	Anchor off light colored cliffs.
Punta Maria	Shallow offshore depths.
Santa Rosalita	Anchor off village.
Santo Domingo	Shallow offshore depths.
Punta Rompiente	Anchor off fish camp.
Punta San Roque	Anchor off village.
Punta San Hipolito	Anchor off village.
Cabo Tosco	Anchorage poor due to severe siltation.

with that. This winter I'm taking the *slow* boat, my Cal 2-46 ketch, *La Patricia*, and will spend each night at anchor studying the pelicans over a glass of wine and fighting off the Mexicans trying to throw lobsters on the deck.

Many of the anchorages along Baja's Pacific coast are described in various cruising guides and government publications. But to my knowledge, there is no place where you can get the 'big picture' of the west coast anchoring situation. That's why I included the *Principal Pacific Coast Anchorages* chart with this article. It positions the 32 harbors and anchorages between San Diego and Cabo Lucas.

It's important to recognize that the prevailing winds along Baja's west coast during the cruising season are from the northwest — just as they are along most of the west coast

Storms from the southwest — an occasional occurrence during the cruising season — present an entirely different set of



ANCHORAGES ON BAJA'S WEST COAST



Cal 46 tends to tack back and forth in the wind like a horse discontent with its tether, so that she rarely gets captured in a rocking motion for any length of time.

In less than ten knots, the swells take precedence. In fact the worst condition is to have no wind and a cross swell! The only solution is to anchor bow and stern facing the swell, the effects of which can be dampened considerably.

Of course, weather has been known to change. So don't be surprised if you get two hooks set so your boat rides into the swell, only to have a beam wind whip up in the middle of the night and put a terrible strain on your ground tackle. 'Shit Happens', you'll say.

Some other random thoughts on anchoring along Baja's Pacific coast:

- ✓ CQR and danforth type anchors work well in the vast majority of anchorages south of San Diego.

- ✓ I recommend all chain; its greater weight than nylon line helps the anchor penetrate, it resists abrasion and acts like its own catenary. Furthermore, boats with all chain can swing in a tighter circle, allowing more boats to use a crowded anchorage.

- ✓ You want a windlass on all but the

This frustrating little devil is defined as "the change in direction which occurs when one portion of the swell reaches shallow water

and is slowed down while the other portion is in deep water and moving relatively fast". In other words, swells bend around points. Swells also bend around parts of islands, such as Cedros, and entire islands such as Isla San Martin.

What to do about the rolling caused by refracted swells? The only thing you can do is use your head to make the best of a less than ideal situation. The problem is that if you set a single bow anchor to ride to the northwest wind, your boat will be in the troughs of the swells and roll. The other option is to anchor bow and stern directly into the direction of the oncoming refracted swell. The downside is that you have to set a second anchor and it leave your boat anchored beam to the wind.

Which is better? If there's more than 10 knots of wind I use only a bow anchor. My

If you anchor in shallower water, a rising swell and lower tide can result in your boat joining the beach party.

smallest boats.

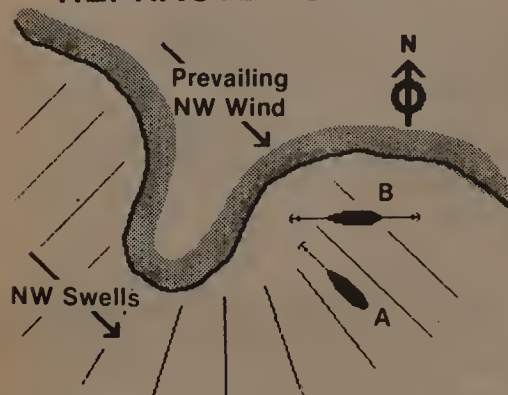
- ✓ I always anchor in 20-24 feet of water in the Pacific coast bights subject to swell action. If you anchor in shallower water, a rising swell and lower tide can result in your boat joining the beach party. I'll cheat a little in better bights such as Cabo San Lazaro, as well as in fully enclosed harbors and bays.

- ✓ Since 20-24 feet is usually found a

ANCHORING GUIDE

quarter to half-mile offshore, you need an outboard-powered tender to resist anchoring in more shallow water.

ANCHORING IN REFRACTED SWELLS



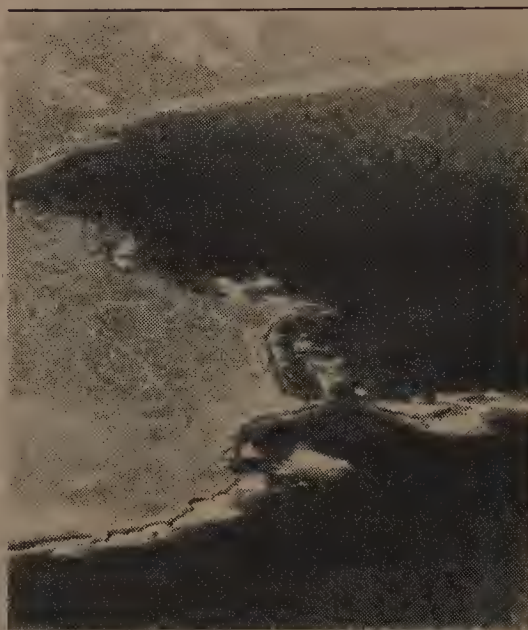
- A — Bow anchored vessel lies in trough of the swells.
- B — Bow-stern anchored vessel held at an angle to the swells.

Handling refracted swells depends on the amount of wind.

✓ The only two places there are grained silt or mud rather than sand bottoms are the enclosed harbor at Ensenada and the shallow-depth anchorage off the village at Bahia Tortugas. I've rarely heard my chain rattling over rocks on the Pacific coast of Baja.

✓ I recommend hand signals rather than a yelling match between the bow and cockpit to indicate where to drop the hook and how much chain to pay out.

✓ There are more anchorages than listed on my chart. The ones I left out were either close to much better anchorages or are roadsteads good only in calm conditions.



Despite the waves at the point, Bahia Santa Maria affords good protection from northwest winds or swells.

fleet of ocean-going tugs that pull salt barges to Cedros Island. San Ignacio is entered by boats taking tourists to see California grey whales calve. Boca de Solidid has a channel for 50-ft commercial fishing vessels headed for the cannery at Puerto Lopez Mateos.

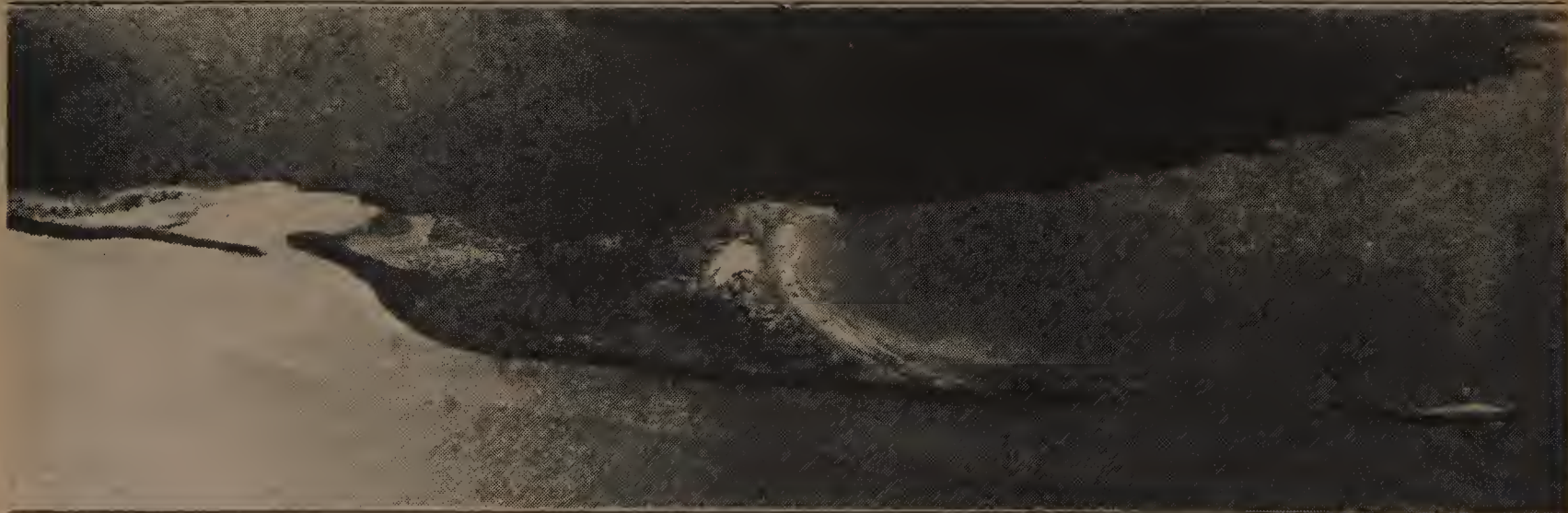
My firm council to all cruising skippers is to avoid entering any of the lagoons. I am aware that some well-powered, shoal draft, recreational vessels do, but I strongly recommend against it.

✓ The best anchorages in southwesterly

Isla San Martin offers good protection in northwest conditions.



chorages in northwesterly conditions are close together until you get as far south as Abreojos. After that you may have to spend



✓ There are numerous lagoons along Baja's Pacific Coast, and three of them are regularly entered by sizable ocean-going vessels: Scammon's Lagoon is home to a

conditions are any of the man-made harbors as well as Bahia Tortuga and Bahia Magdalena. All offer good protection.

✓ Notice from the chart that good an-

a night or two at sea.

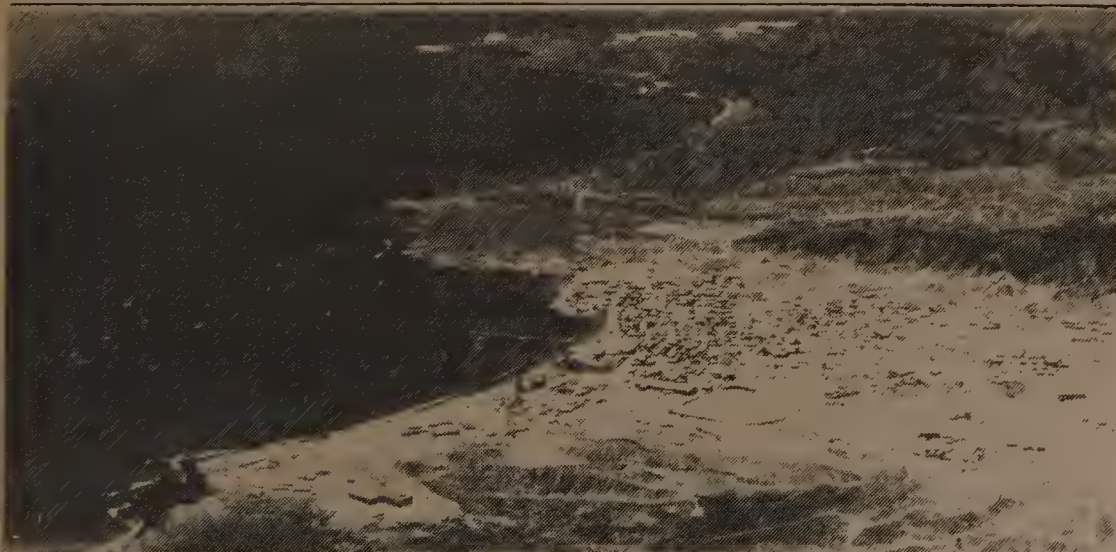
In closing, I'd like to make a few com-

TO BAJA'S WEST COAST



Turtle Bay, perhaps the best enclosed natural harbor, is a favorite stop for fuel and rest

swing 360 degrees. Don't anchor directly upwind of an already anchored vessel; nothing is more aggravating than having to



ments about anchoring courtesy. If everyone is swinging on a bow anchor only, you are obliged to do the same, and in such a fashion that they won't strike you if you

worry all night that the boat in front of you might drag. Don't anchor in the center of any confined anchorage; leave room for others. Most Baja anchorages have room for

Cedros Village, man-made harbor, offers excellent protection about halfway from San Diego to Cabo

many boats, yet there always seems to be a magical attraction for the second boat to anchor right next to the first. Motor by before dropping the hook and say 'hello'; the response you get will give you a clue if they desire close company.

I hope this information will be of assistance to Mexico cruisers — all of whom I'd like to meet this winter in one of the anchorages mentioned.

— jack williams

Editor's note: The information above comes from Jack Williams upcoming two volume book, Baja Boaters Guide, which is planned for publication late next summer. The book is complete in draft form and will contain some 350 aerial photos and 150 charts. Williams will be spending the next six months field-checking the existing material and gathering additional data.

MAX EBB ON

"I see trouble," warned our tactician as she lowered the binoculars from her eyes.

We all looked over in the direction she had been observing, toward the next mark.

The signs were unmistakable: Hundreds of white dots on the horizon, clustered around the area of the mark. A few spots of color, but mostly white. And hardly a sail in sight on the next leg of the course.

"Let's hot it up a little more," said the skipper. "We'll see if we can reach up 'and around it."

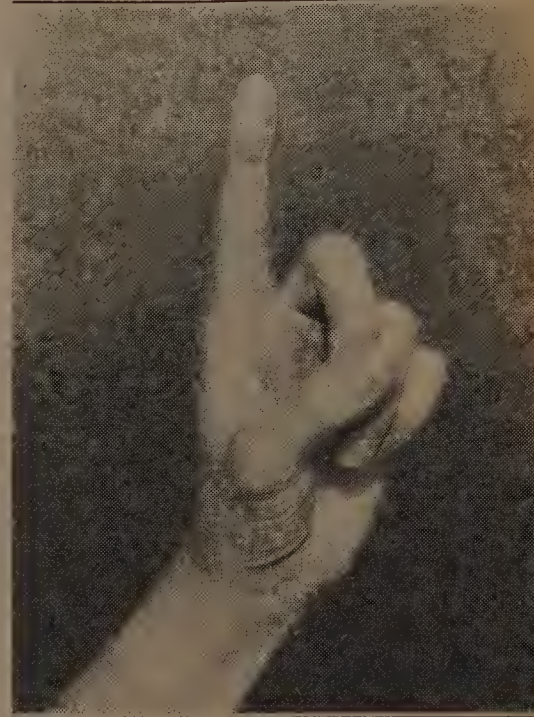
Up to this point, it had been one of the most pleasant races in recorded history. The wind was exactly 10 knots, the weather was clear and crisp, but not really cold. There was a great turn-out in our class, and most important of all — we had managed to pull off a terrific start and were leading by a very comfortable margin. It was the kind of race that makes me wonder, in weak moments, why I even bother to race at all in the summer.

But our luck was about to run out. At the leeward mark was the deepest hole in the wind I had ever seen. And as class after class plunged into the area of zero wind, they made the largest parking since Hollywood and Vine on Saturday night.

"Let's switch to the light sheets," called our skipper as he nervously looked over his



Tools of the trade, the 'long-eyes'.



The wind finding wet finger.

kevlar sheet from the forward stanchion. We pulled the loaded spinnaker sheet inboard while he led the new sheet through the clew.

"Big loop!" reminded the skipper.

In another second the crew had a bowline tied in the new sheet, with a four-foot loop through the clew so we could reach the knot easily when it came time to remove it.

For the next few minutes our speed held, but we could sense the wind beginning to soften. The boats behind us looked threatening, holding the wind longer.

"I'm heading up a little more," said the skipper.

This gave us more speed, but took us farther away from a straight line to the mark. Although why we would want to go to the mark anyway was an interesting question, because several hundred boats were just sitting there going nowhere.

I looked over at our tactician, but she was absorbed by the cockpit loran display. We were now sailing considerably higher than our competition behind us.

"I think we should jibe," one of the cockpit crew finally said.

"Me too," added the spinnaker trimmer, without looking down from the luff of the spinnaker.

"You're supposed to be concentrating on the trim!" I scolded. "How can you tell if

it's time to jibe?"

"I'm in the shade on this tack," he answered, still with this eyes glued to the spinnaker luff, "and I'm starting to get a little chilly. I'll be in the sun again if we jibe."

"I agree, time to jibe," said the tactician. "This course is taking us down-tide of the mark."

The skipper agreed also, so we jibed over, jibing the pole right onto the light sheet. Evidently the skipper believes that 3/16's kevlar is strong enough to use as a guy in this weather, so we didn't have to switch back to the heavy. Once we had done the change to the light sheet on the new sheet side, we could jibe all we wanted without worrying about them until the wind came up again.

But the wind coming up again was wishful thinking. We crossed the bows of our class by a disturbingly narrower margin, and the wind was fading fast.

"Keep it high and hot," advised the tactician. "Our only chance is to go completely around this mess."

It didn't work. Even though we carefully avoided diving right into the middle of the parking lot, as we saw so many other boats doing, the water around us was rapidly turning to glass. Our spinnaker began to sag, and I noticed the trimmer kept wetting his finger and holding it up over his head.

"That doesn't really work, does it?" I asked.



Light air sheets. Next stop down; dental floss.

shoulder at the rest of our class.

"Light sheets coming up," answered one of the foredeck crew as he untied the 3/16's

MIDWINTER WEAPONS



The hell with smokeless cigarettes, we want the Vantage advantage.

"Of course it does," he replied. "Just like in the movies."

I tried licking my finger, but which ever way I pointed it, the part I licked felt wet and the rest of it felt dry.

"No, you're doing it all wrong," said the trimmer. "You have to wet your whole finger, all the way around."

He demonstrated again. "When you hold it up to the breeze . . ."

"SHEET!" yelled the skipper.

His head snapped back up at the sail, and he yanked once on the light sheet to open up the few inches of luff that had begun to curl.

"When you hold it up to the breeze, the side into the wind gets slightly cooler."

I tried it again, but felt nothing conclusive.

"It's an acquired skill," he said. "But you know you can practice it, even indoors. Just wet your finger and move it in various directions at various speeds, creating apparent wind over your finger. You'd be surprised how much more sensitive you get with practice."

I made a mental note to try that on Monday morning when I was back in the office. Meanwhile, things were not looking good for us. Our speed was down below three knots, and the spinnaker was looking very heavy. The boats behind us were losing wind also, but most of our lead had evaporated.



You don't need a weatherman to tell which way the wind blows, but bubbles help.

"Anybody have any cigarettes?" demanded the skipper.

"What?" exclaimed at least four of the crew simultaneously, knowing our skipper's extreme distaste for anything involving burning tobacco.

"We need smoke for a wind reading! The windpoint is bouncing all over the place!"

"I'll see what I can do," volunteered one of the crew as he rushed below.

"Gently! Not so much bouncing around!" The skipper was beginning to show some irritation. "Let's get the light 150 ready to go up, now!"

"Everything's all set, skipper," answered the foredeck crew.

Now on this boat, when the foredeck addresses the skipper as "skipper", it is not a good sign. Use of the title is kind of code for "If you're going to be a pompous ass and throw a temper tantrum at the wheel, then I'm going to get very formal and do my job exactly according to the union rules, nothing less and nothing more." It's much better than a full blown shouting match, because the boat continues to function well. But the effect can be chilling on morale.

Meanwhile, I could hear drawers opening and closing down below, and then a loud cracking and splintering sound. A second later the crew emerged from the cabin with a busted-open tape cassette.

"Telltale," he announced, and proceeded to tie long strings of ultralight recording tape from every part of the rigging that was within reach.

"Which tape did you sacrifice for this?" I whispered when he sat down again near me on the leeward rail.

"Boxcar Willie," he whispered back. But our skipper had very good ears that day and overheard.

"Not the Boxcar Willie tape!" he moaned.

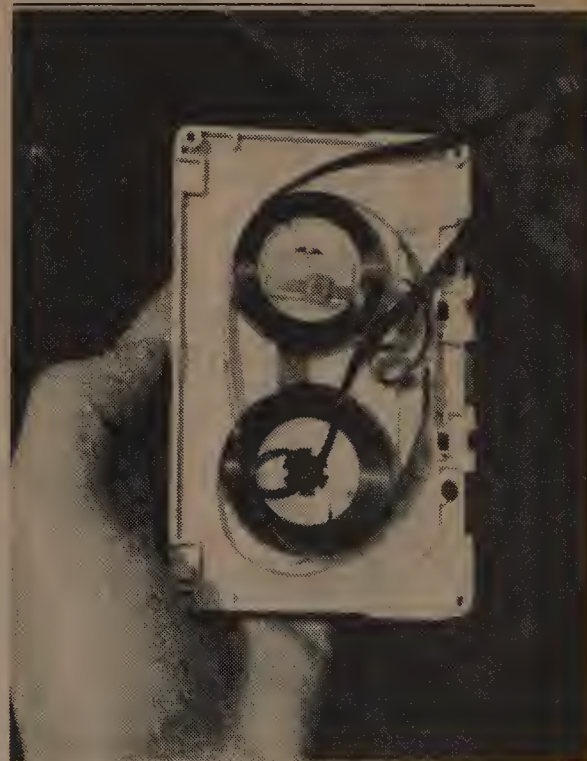
"You mean you made telltales out of Boxcar Willie?" asked the tactician.

The culprit nodded affirmative, but the response was an overwhelming chorus of cheers and applause, probably heard all over the Bay.

For some reason this seemed to lighten up the mood on the boat, albeit at our skipper's expense. The tactician studied her loran display some more, and reported that we were tracking over the bottom at 1.3 knots about 10 degrees high of the mark, even though the speedo indicated 2.2 and we seemed to be 30 degrees off course.

"Sounds like we've got some tide against us," deduced the skipper, "and it's also taking us downwind. I'll come up some more if I can get more speed."

We did come up a little, but all we could do was watch helplessly as the numbers on the digital knotmeter flashed lower with each



Shit! Who dropped the stealth anchor on the Bon Jovi tape?

reading. The spinnaker breathed its last and collapsed. The cups on the masthead anemometer spun slower and slower, then

MAX EBB ON MIDWINTER WEAPONS

came to a dead stop.

"Jib up," said the skipper quietly.

Hands were already on the halyards, and the jib was up practically before the words were out. We pulled the chute in, and moved our weight way over to leeward in an attempt to get gravity to fill the sails.

"Still moving at .75 toward the mark," said the tactician.

Our speedo read 1.8. Other boats were beginning to converge around us now, although the main concentration of the big mess was to leeward.

"Zero-point-seven-zero speed over the bottom, five degrees low."

We were still gaining ground, but just barely. The magnetic tape telltales, that worked so well a few minutes ago, were now beginning to hang limp.

"Trim to these shifts!" said the skipper.

"Shifts in what?" we all thought to ourselves as we reached out as far as we could to leeward to heel the boat more and support the weight of the jib sheet and the clew of the sail.

"Be right back," said the tactician as she got up gingerly from in front of the loran display and tip-toed down the hatch. "Keep your eye on these numbers."

"Get some more heel if you can," pleaded the skipper. "We need the heel to help maintain steerage-way."

We did our best to heel the boat further.

Then our tactician re-appeared on deck, holding a small plastic jar and a strange looking, brightly colored plastic device, which I guessed was some sort of exotic whistle. She unscrewed the bottle, and poured a small quantity of the liquid into the device.

"What on earth is she doing?" I asked.

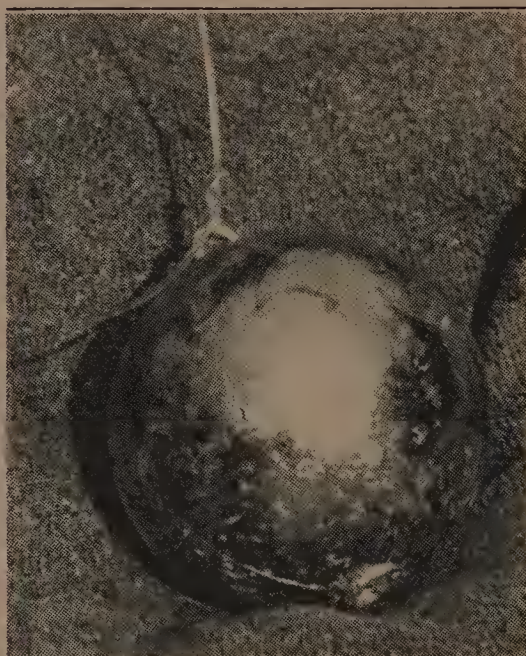
In another second we had the answer. She carefully climbed up onto the cabin top, put the plastic object up to her mouth, and blew. A stream of soap bubbles poured out. The direction they drifted clearly indicated that we should be sailing on the other tack.

"Try that again."

The result was the same. Then she moved back to the transom for less disturbed air. Still, we were on the wrong tack.

"Prepare to roll tack! Three . . . two . . . one . . . Now!"

We sprang to the other side of the boat, rolling it over a little as our weight shifted. The foredeck crew pulled the jib around by hand, and we reset the sheets and traveller controls. The new tack put us nearly on a close-hauled wind angle, and we had to add some main boom topping lift to get the necessary twist back into the main. Still



For salmon or stealth, this ball's worth its weight in lead.

sailing, but not by much.

In a minute we had new loran readings. "Moving toward the mark at less than half a knot, 15 degrees off course."

"Anchor on deck," said the skipper.

Someone ducked below and passed up the small racing anchor. It was about a four-pound hook, judging from its size, with perhaps 150 feet of 3/8's inch nylon rode. Sized for easy handling and resistance to tangling, I assumed. But there was no chain,



Water balloons for Opening Day; helium balloons for Midwinters.

just a few feet of plastic-coated wire, with a two-pound salmon ball at the end of the wire.

"This is the 'stealth' anchor, explained the spinnaker trimmer. No chain, no noise. Can be deployed undetected at close range."

We felt like geniuses with our soap bubbles all over the place, but then we noticed a boat nearby us with an even more creative wind-sensing device. It was a helium balloon, tethered with about 20 feet of fish line, raised to the top of the mast with a flag halyard. The length of the tether allowed for all the rolling and pitching at the masthead to be averaged out, for a perfectly accurate wind direction reading at masthead level.

"Trouble with that one," said one of our crew, "is that everyone else can see it also."

It was a good point. We were trimming to the other boat's masthead balloon as much as we were trimming to our own soap bubbles.

Five minutes later, we were moving backwards at 2/10's of a knot over the bottom. The call was given for the anchor to go down quietly over the side away from our competitors, and secured to a point far enough aft from the bow so that the rode would not be visible away from the hull.

As soon as it was set we felt a small tug of acceleration, and our water speed, which had fallen to almost zero, suddenly increased to over a knot.

"They're watching us!" said the skipper. "Spin some winches! Make it look like we're trimming sails!"

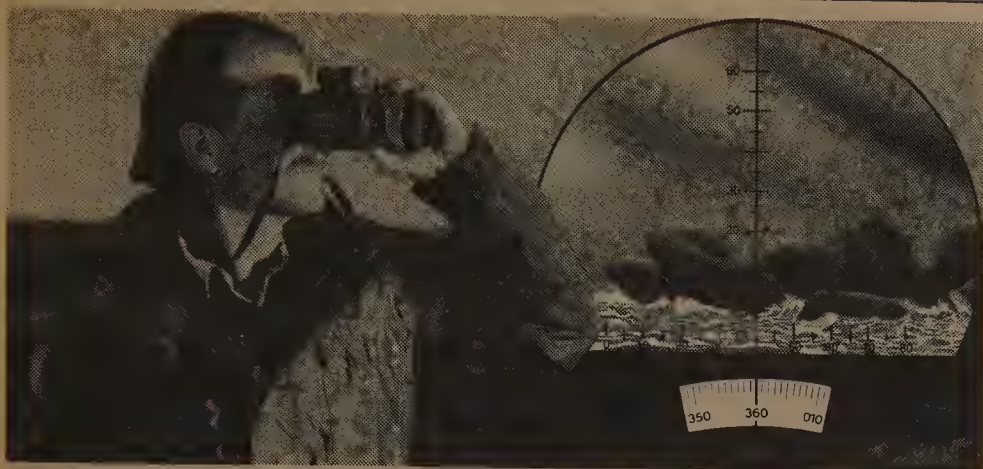
The ploy only worked for a little while. We gained some distance, but the boats around us figured it out soon enough. For all practical purposes, the race was in recess till the wind came back up.

"Lunchtime!" announced the skipper, and for the next hour we sat around the cockpit eating, drinking, getting sunburned, and exchanging gossip with the other boats anchored within easy conversational distance. It was one of the most pleasant winter afternoons racing I could remember.

Finally, from the upper spreaders of one of the larger boats anchored in the hole, came the hail "wind line!" A few minutes later the race was on again.

We never did find the rest of our fleet. They could have been way behind us, or way in front. The results must have been mailed to the skipper, but it would be a month before the next race, when most of the crew would find out. After a day in the hole, it didn't seem to make as much difference.

— max ebb



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'EAGLE' SOARS

Back at the turn of the decade, there weren't many smiling faces around the Orange Coast College Sailing Center. With the passage of Proposition 13, funds for the sailing program had been drastically cut. It was sink or swim, and the only way to swim, says sailing director Brad Avery, was to go public, to offer courses and sailing to everyone.

In the five years since that decision, the Orange Coast Sailing Academy has become the largest non-profit sail training facility in the country, honing the skills of 3,000 sailors yearly. And one of the most unique. Though



ON PROPOSITION 13



technically separate, the Sailing Academy still enjoys what Avery calls "symbiotic ties" to Orange Coast College and its collegiate sailing program. The most obvious of these is location. The Academy's boats, which include *Saudade*, *The Shadow* and *Akaska Eagle*, share dock space with the college's sailboats and rowing sculls at the school's Newport Beach headquarters.

OCSA offers lessons, seminars and hands-on sailing instruction for sailors of all skill levels — 80 percent of which is on the water training. Beginners are brought up through the ranks on Lido 14s and Shields. More experienced hands take part in evening and weekend sails aboard former race boats like *Saudade*, or the fully cruise-equipped Hunter 54 *Insurgent*. The pride, joy and "graduate course" of the program is the 65-ft *Alaska Eagle*.

Originally named *Flyer*, the big Sparkman and Stephens sloop was built in Holland in 1977, and immediately distinguished herself by taking overall corrected honors in the '77-'78 Whitbread Round the World Race. Under new ownership and her present name, *Eagle* also took part in the '81-'82



From Brad Avery's perspective, the Orange County Coast College Sailing Center Program is a roaring success. At left, 'Eagle' on a screaming reach.

Whitbread. After the race, owner Niel Bergt donated the boat to the Orange Coast program with the request that she be used exclusively for sail training. In that capacity, *Eagle* rarely seems idle long enough for her decks to dry. The boat sails year-round. Dur-

'EAGLE' SOARS

ing the winter months, *Eagle* makes regular weekend trips to the various Channel Islands. Every summer, she does a 6,500-mile "training triangle" where students sail to Hawaii, Alaska and back to Newport Beach in three three-week legs.

"When people hear that, the first thing they do is compare us to the *Californian* (that state tallship based in Dana Point), says Avery. "But ours is a much different program. Where the *Californian* concentrates on teaching young people the basic,



Way below: 'Eagle'. Above: 'The Shadow' and 'Saudade'.



traditional skills. *Eagle* is completely modern. About 80 percent of those who take part in our program hope to cruise their own boats one day and these trips represent what's happening on modern cruising boats." Although *Eagle* no longer races, students on this year's Hawaii leg had the added treat of sailing with the TransPac fleet. For the second time, *Eagle* acted as the official communications and escort boat, doing daily roll call and transmitting official pro-

gress stats to the media back home and in the islands.

Eagle returned to Newport as scheduled on September 27. Avery, who co-skippered the boat on the last leg, describes part of the breezy trip down from Canada.

"In Hecate Straits, off Queen Charlotte Island, we were getting 40 true with gusts to 45 across the deck. We had the number three up with three reefs in the main. We should have had the number four, but there was so much water coming over the bow that we didn't want to risk changing sails. We just spilled wind off the top of the sail and kept going.

"I sail a lot on *Drumbeat* (a 70-ft ultralight)," Brad continues, "and going from that boat to *Eagle* is like going from a Ferrari to a locomotive. On *Drumbeat*, we tend to be conservative in a blow, although you have to fly a chute to get the most from the boat. When it's blowing 30 on *Eagle*, it makes no difference whether you have the 2.2 ounce spinnaker up, or just a wung-out number three. You still do 10 knots."

As you can imagine, the waiting list for sails aboard *Alaska Eagle* is long. Most of those chosen come through the ranks at the Academy. But people from 18 to 60, college students or not, and from as far away as Pennsylvania and the Virgin Islands, have taken part over the years. Prerequisites are ability, physical condition and, most important, attitude. "They do everything from grind winches to stand watch to scrub the heads," says Brad. "Enthusiasm is important."

OCSA's latest milestone took place earlier this year when *Alaska Eagle* became the first sail training vessel to be fully licensed by the Coast Guard to carry students to Hawaii.

... these trips represent what's happening on modern cruising boats.

(Most are limited to 100 miles offshore.) "This has been years in coming and was unbelievably hard to get," says Avery. "So we're pretty proud of it."

Almost as long in the planning has been the expansion — upward — of the Sailing



OCCSC program members learn to sail in Newport Harbor on small boats such as these.

Center headquarters. A \$350,000 second story to the existing building was approved by the California Coastal Commission in April, and fund raising began immediately. At present, they're about \$90,000 away from starting construction.

As far as we can remember, just about everybody hated Prop 13 for some reason, even those who voted for it. But for at least one Southern California sailing academy, that controversial bill may have been a blessing in disguise. Their gamble to go public paid off, and the prospects for the future look just as rosy. Heck, even the competition likes them. "The charter companies don't like to run sailing classes and we don't charter boats, so they steer people our way and we turn out clients for them," says Avery.

And best of all, none of this costs taxpayers a cent. "We are self-supporting," says Brad.

For more on any aspect of the Orange Coast Sailing Center programs, call Brad Avery at (714) 432-5880, or Orange Coast's Director of Marine Programs Dave Grant at (714) 645-3505.

KEN GARDINER

Ticonderoga is in the paint shop getting a new coat of lacquer. The recently painted 12-Meters *Stars & Stripes* and *Kookaburra* gleam under heat lamps in the drying shed. In the main shop, amidst two dozen smaller hulls arranged in orderly rows, the yachts *Swiftsure III*, *Emeraude* and *Citius* await graphics. In the middle of it all, surrounded by offsets, power tools and vintage rock and roll, a tall bearded man attaches winches to the deck of the maxi-rater *Boomerang*.

The boatyard of the rich and famous? No, although they form a good part of the clientele. The winches in question are about the size of pencil erasers and *Boomerang*, the maxi, a shade under four feet. Few hulls in the place are over six. This is the workshop of Ken Gardiner, modelmaker.

When we first visited Ken almost two years ago for an article in our sister publication, mounted half hulls were his specialty. Since

where he runs his small shop. His manner and dress are casual, his smile easy. The wisps of gray in his dark beard belie a youthful 39 years. He works calmly, methodically and almost continually as he talks, a looming Gulliver in a Lilliputian boatyard.

"My newest focus is full models," says

Ken, applying a shear stripe to a miniature *Stars & Stripes*. "There's always been a demand for fully rigged models, they just took so much longer — about 300 to 350 man hours — that I didn't have the time." Several changes in the past several years have given him more of that precious commodity, notably the change to fiberglass and

"I can remove one bottom and carve another."

he began business full-time in 1978, Ken reckons he's sculpted about 5,000 of them: old boats, new boats, ordinary boats, extraordinary boats. Were he given to brag-godocio, which he's not, he would have plenty to boast about. He's built half hulls of the world's most famous boats for most of the world's most famous boaters. His clientele ranges from the average weekend boater, to trophy makers and restaurants, to the top names in sailing — Kilroy, Conner, Coumantaros, Bond, Turner. He's done half models for all of them, and many are repeat customers. Dennis Conner and his syndicates alone have purchased more than 1,500 as gifts for crew and supports of various racing efforts.

Gardiner's half hulls adorn the perpetual trophies for a score of classes, and examples hang in almost every major yacht club in the country, if not the world. He is internationally known, internationally sought out, internationally respected.

And steadfastly unfazed by it all. Or for that matter, by the glitz of Newport Beach



Gardiner applies a shear stripe to a miniature *Stars & Stripes*.

—MODEL MAKER

the addition of two full-time employees.

Boatbuilder and friend Pat Springer describes the move to glass. "For a long time, he was carving multiple orders by hand. If someone ordered 10 *Ticonderogas*, he'd carve 10 individual *Ticonderogas*! I kept telling him, 'Goddam, Gardiner, fiberglass is so easy.'" With a little help from his friends — "We gave him lots of verbal abuse," says Springer — Ken took the plunge and began making molds of the more popular half hulls.

He wished he'd begun sooner. Once painted, these were indistinguishable from the wood half hulls, except for the varnished decks on the latter. More importantly, they were less expensive and took about half the time to make (four to six hours versus eight to twelve). By mounting them on less expensive teak-faced plywood to cut costs even further, he was, in Pat's words, "Finally able to put custom models in the hands of the average guy." At present, Ken has molds for about 700 popular designs stored above his shop.

The two extra pairs of skilled hands at Gardiner's shop belong to glassman Ramon Garcia and detailman extraordinaire Roy Reinman. Ken's father, Donald "Bud" Gardiner, also works part-time at the shop. It was from his father that Ken learned the trade.

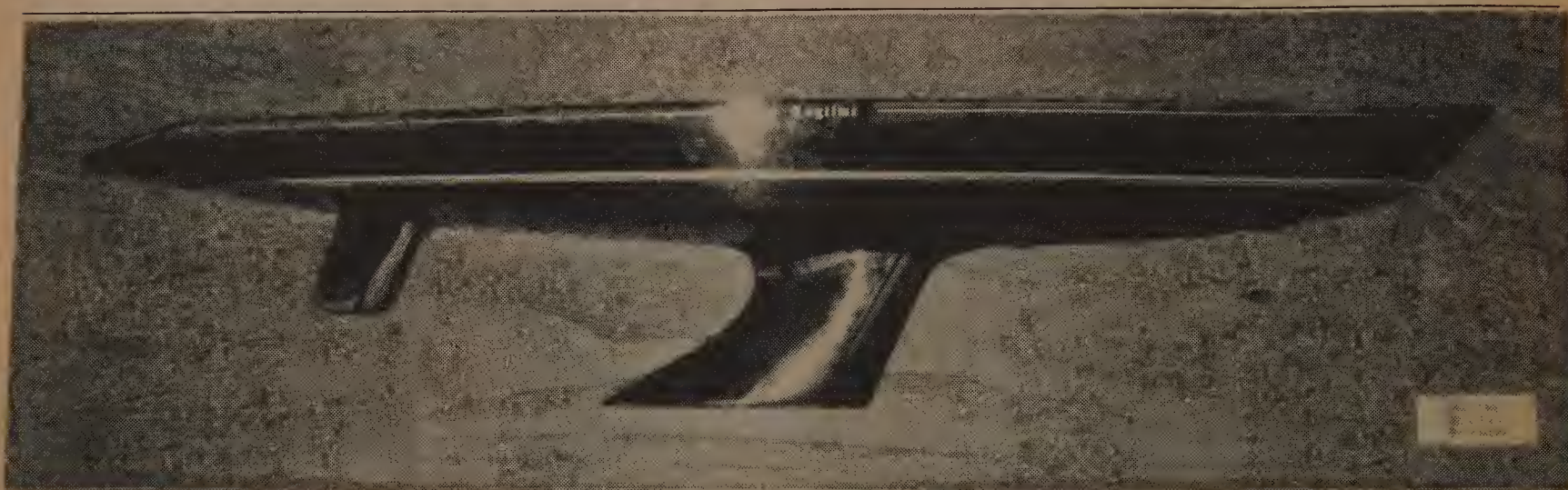
"My Dad was a modeling freak when I was growing up," he says. Older boaters will also remember Bud Gardiner for his sailing, sailmaking and his boatbuilding yard, Yacht Dynamics. Among the better-known boats to come out of that yard were Jim Kilroy's *Kialoa II* (which now charts out of Baja San Francisco). Ken remembers grinding

"We gave him
lots of
verbal abuse."

welds on the big ketch after school every day.

Ken confesses that he didn't get seriously interested in modeling until his late 20s. Prior to that, he doesn't admit to much past "a little college and a lot of surfing". Later, he did a stint as a computer programmer at McDonnell-Douglas, and a lot of sailing on

KEN GARDINER



JOHN MCCARTHY

his P-cat *Soul Seeker*. A commission for a set of half models for the Charthouse restaurant started him modeling seriously. More commissions followed and he set up shop in his garage to meet the demand. In 1980, he outgrew the garage and moved to his present location off Newport Boulevard about a mile from the water.

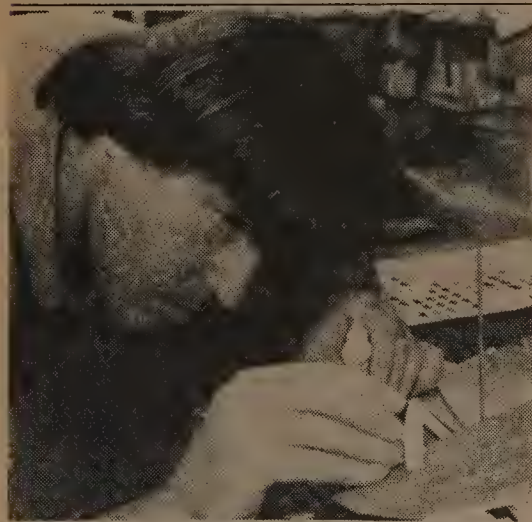
"It's been like a consistent marathon ever since," he said back in early '86. In that respect, things haven't changed much. He's

Half models of the veteran racer 'Ragtime' are popular.

and full model commissions he has done since friend and favorite client Dennis Conner wrested the America's Cup from Down Under. Before this year, the most requested half model was the venerable *Windward Passage*. Since February, the 750 models he's done of *Stars & Stripes* has eclipsed even his one-design models. (In fact, as the

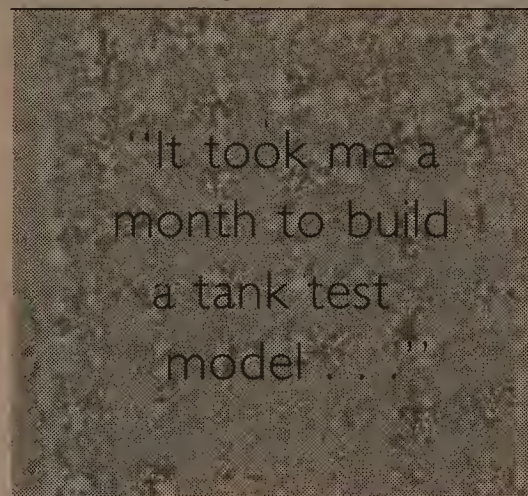
he's been working hard to make the dream reality.

"These machines are used routinely to build aircraft parts, but boats have so many compound curves that until recently, it would take longer to punch all the offsets into the program than it would to just carve



LATITUDE 34/JOHN

Detailman Roy Reinman at work.



only one allowed by the syndicate to produce "official" *Stars & Stripes* models, Gardiner has scored something of a coup in the modeling world. He is the first "California boy" to have a full model on display at the New York YC.)

The third major change in Ken's life is a personal one. Longtime girlfriend "Crittter" — as strikingly attractive as her nickname is odd — finally made an honest man out of Ken. After 12 years together, they were married October 15.

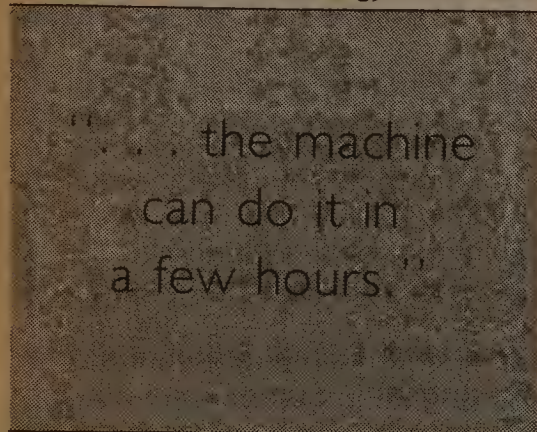
still barely running ahead of the orders coming in. He still often begins his six days a week at 4 a.m., and the phone still starts in nonstop about 9. Before this interview was complete, the New York YC had phoned in an order for 20 half models of the 10-Meter *Angelita* for a fund raiser for the 1988 Olympics. He looks up from attaching a pinkie-size rudder to a miniature *Eagle*. "1987 will be our best year yet."

There are also many changes around the shop since we were last there. For one, after all these years Gardiner's shingle now hangs outside, though he still discourages walk-in traffic. Another is the deluge of 12 Meter half

The most dramatic change in Ken's modeling, though, is on the near horizon. Gardiner originally got the idea for a computerized carving machine when he worked for McDonnell-Douglas. For the last year,



the model," he says. Recent advances in the science and the help of a few computer freaks have brought Gardiner to the doorstep of the new technology. Once work-

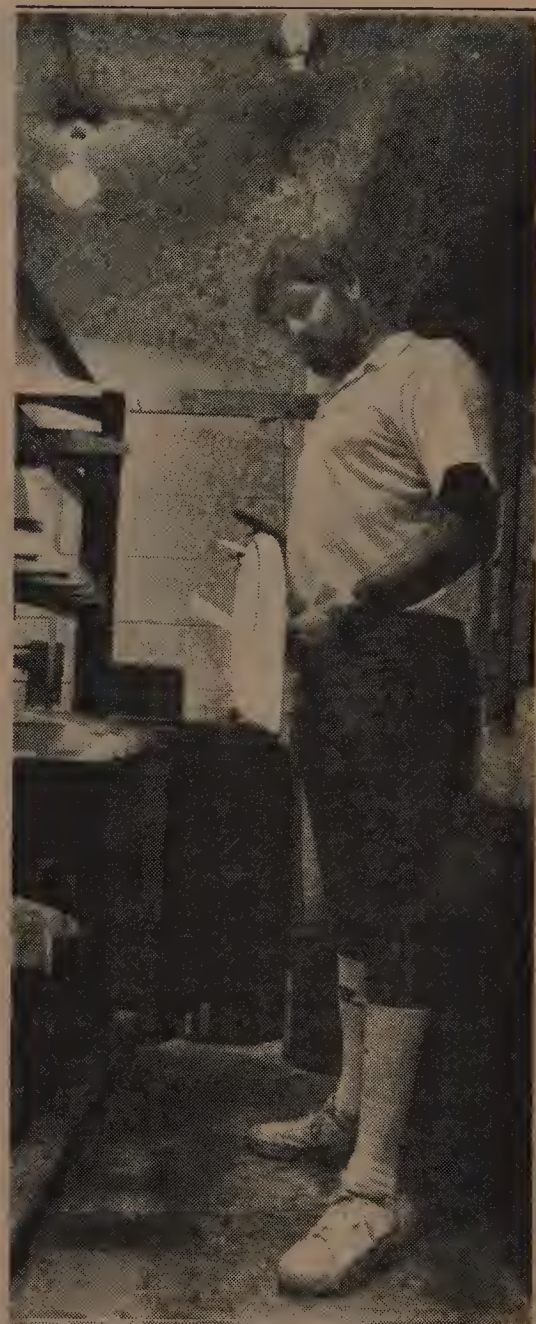
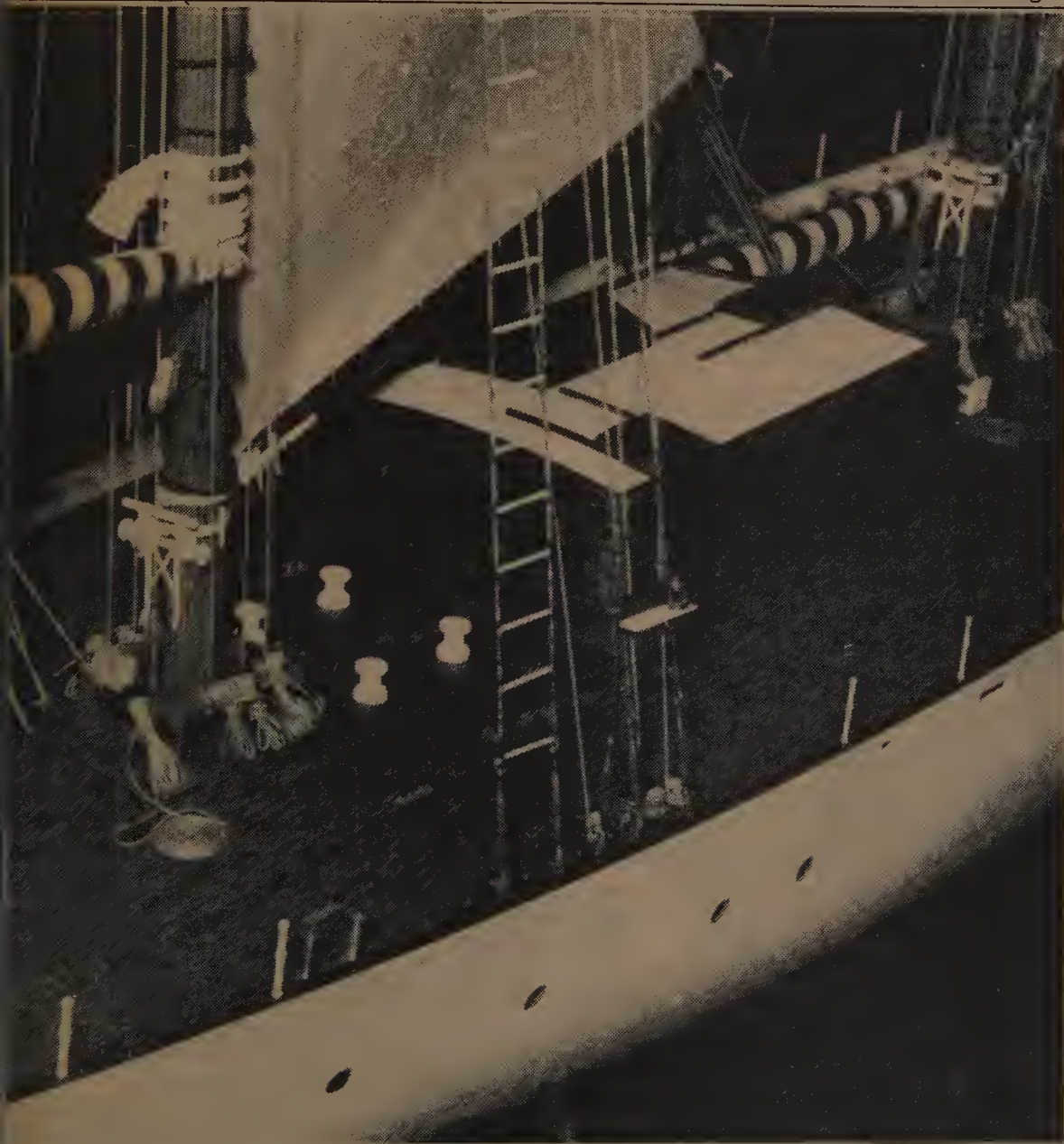


duce full-hull tank test models in a fraction of the time it now takes.

"I've done a few in the past, but I used to stay away from them. It took me about a month to build an accurate third scale (20-ft for a 12-Meter) tank model. The machine will hopefully do it in a few hours. And with the CAD/CAM (Computer Aided Design) program, if I'm doing a 12-Meter and the designer wants to try a different keel, I can remove the original bottom below the waterline, modify the design on the program, carve a new bottom and put it on the same hull — rather than carving a whole new model."

ing, he plans to keep the \$180,000 machine busy with all manner of models. But his main goal in computerizing is to be able to pro-

With efficiency at its highest ever, and the new technology promising even bigger and better production, Ken hasn't lost sight



LATITUDE 34/JOHN

Above, Ken checks half-hulls in the drying room. Left, detail on the full model of 'Goodwill'.

of his original purpose, which is to produce the highest quality half and full models possible. He still carves a good many models by hand as he always has; indeed in the same manner as modelmakers have for centuries. He glues "lifts" (planks) of basswood together horizontally and cuts and sands them to the desired half-hull shape. For full models, he makes two halves and joins them together. He used to cut templates for the various stations to insure precision. Now he shapes by eye and feel to the same accuracy. Once carved, the half-hull is painted and mounted to a teak plaque. Full models go on to receive decks, cabins, winches, rigging, even deck chairs if the owner calls for it. One large motorsailor will even feature a

COURTESY KEN GARDINER

KEN GARDINER



JOHN MCCARTHY

Gardiner often does series of particular types of boats. This one features three of Jim Kilroy's 'Kialoa's.

miniature of the owner's golden retriever on deck.

Except for graphics, everything down to engraving the brass plaque is done in Ken's shop. For graphics, Ken turns to another Newport Beach resident, Gary Miltimore. Well known for his beautiful graphics on the "real" *Kialoa*, *Blondie*, *Brooke Ann/Crazy Horse* and others, Gary is equally adept at the smaller versions.

Ken holds up a recently made half hull of *Stars & Stripes*, every bit as glossy and fair as the one Conner presented to President Reagan. "Quality is everything," he says. "We're as speedy and efficient as we've ever been, but if I can't look at every model and see the same quality, it's back to square one."

Gardiner models start at about \$110 for a simple 10-inch fiberglass half-hull mounted on teak veneer plywood, and go up to about \$600 for a 60 to 72-inch wood half model mounted on solid teak. Deceptively, dinghy models run more — they need interiors and thus take longer to build. Powerboat half models, also more complicated with their multiple chines and angles, start at \$750. Intricate and time-intensive full models are done on individual bids, but don't expect to pay less than \$3,500 minimum. Need a tank test model? The going rate is about \$40,000.

When possible, Ken works directly from plans, and much of the preliminary information he needs is exchanged through the mail. If the client can't provide the plans for a

modern boat, Ken can often secure one through the designer. Failing that, or for older, unavailable designs, he will work from photos, pencil sketches, verbal descriptions — anything he can get. When all else fails, he can pretty accurately approximate the underbody of an older boat by adapting the design of boats built during the same period. Once completed — two to four weeks for half models and eight to twelve months for full models is the usual turnaround time — the model is packed and delivered C.O.D.

Curiously, older designs aren't the only ones he runs into lack of design information. Before the America's Cup, all the syndicates wanted half models but none would give him

accurate underbody information. Since the Cup most have been more cooperative — with the notable exception of *Kookaburra*. "Michael Fay had an Australian modeler doing the *Kookas*," says Gardiner. "So he wouldn't give out plans. I did mine from photos and descriptions. Since then, I've sailed with a couple of guys from that syndicate. They've told me my *Kookaburras* are not only higher quality models, they're much more accurate!"

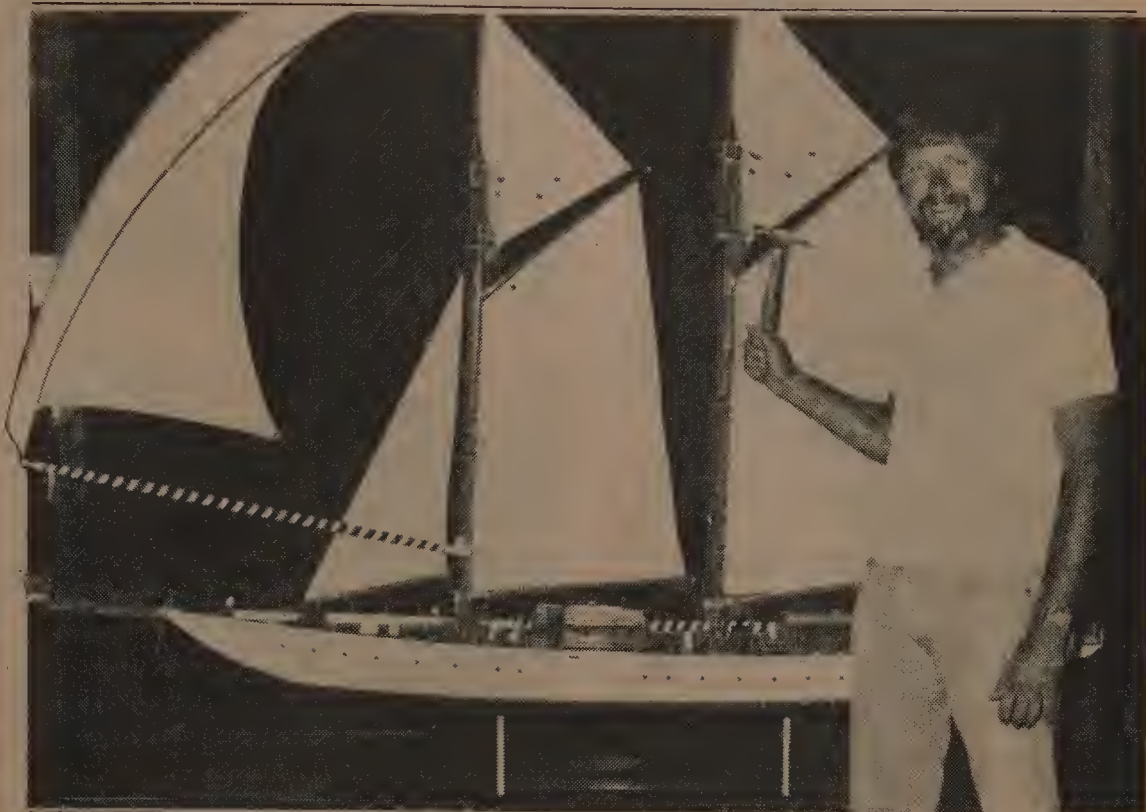
The many *Stars & Stripes* models leaving Ken's shop bear slight keel inaccuracies for

Ken has sailed aboard many of the yachts he's modeled. This is 'Emeraude'.



another reason. "The syndicate wants to keep their keel secret in case they ever have to defend in heavy air again." (A new, lighter-air boat will be built to defend the Cup in San Diego.) "So they left it to my discretion not to be totally accurate on the keel and wing shape." His blue eyes crinkle at the edges. "I wasn't."

If there is one concession to immodesty Ken allows himself, it is pride. At times, modeling makes him feel as stressed, overworked and underappreciated as the rest of us. But hey, even Paganinni needed to walk away from his Stradivarius every once in



COURTESY KEN GARDINER

Ken prepares to make some precision adjustments to 'Goodwill'.

awhile. The bottom line, though, is that Ken Gardiner loves what he does, and he is as good or better at it than anyone we've ever come across. So when he talks about individual models with the same enthusiasm some of us reserve for our children's first steps, it's understandable.

Last time we talked, Ken's favorite offspring was an inch-to-the-foot full model of

"'Goodwill' had 72-ft spinnaker poles . . . that's bigger than the mini-maxi I sail on now!"

the schooner *America* that is in the Annapolis Charthouse. The sibling that's usurped that paternal favoritism this time around is a recently-completed full model of another schooner, Ralph Larrabee's 163-ft *Goodwill*. Commissioned by Andy Anderson and Joe Lancor for the John Dominis restaurant in Newport Beach, this beautiful model stretches 7½ feet long and 6½ feet from keel to truck.

"That was the first boat I ever sailed on

and the biggest boat I ever sailed on," says Ken, who has since sailed on and with almost all the big-name boats and clients he's done models for. "That thing had 72-ft spinnaker poles. That's bigger than the mini-maxi I sail on now!"

"Dad talked Larrabee into doing the '53 and '59 TransPac with the boat," he says, raising his voice an octave to be sure the silver-haired elder Gardiner will hear. "But he wouldn't take me. I've hardly sailed with him since." Father and son share a chuckle.

The mini-maxi Gardiner refers to is the Frers 70, *Emeraude*. In the past couple years, Ken has devoted most of his free time to doing the maxi-circuit on the boat, which is owned by Frenchman Jack Dewailly. In addition to crew organizing duties, Ken tends mainsheet for alternate drivers Dennis Durgan and Dennis Conner. Gardiner plans to stay with the syndicate when Dewailly moves up to a maxi in a couple years.

With the circuit pretty much over for the year, and with the busy Christmas season approaching, Ken admits he'll be lucky if he can get time in the next few months to even go out on his own boat, the Bertram 31, *Full Model*. "Right now, I've got orders for 100 half models and 42 full models," he says.

The marathon continues.

— latitude 34 — jr

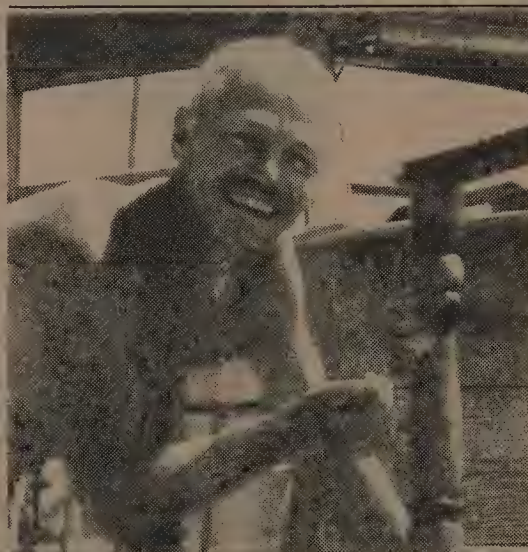
Ken Gardiner can be reached at 870 Production Place, Newport Beach, CA 92663; (714) 642-9127.

SLIP SAILING

Ah, the weekend! You pack the sandwiches, some brie and crackers, a few bottles of nice wine, maybe a six-pak or two, and head down to the boat. The sun is shining. The wind is blowing gently. It's a perfect Southern

ALL PHOTOS BY TERESE PENCAK SCHWARTZ

what? As far as I'm concerned, one of the most pleasant things in life is being able to spend a Saturday aboard the boat. You get



Zed Scharwenka, a man with an excuse for not heading out the breakwater.

to catch a few rays, read a book in peace, see a few good neighbors, listen to the stereo, and relax, relax, relax. About the only thing healthier than spending Saturday in such a fashion, is spending Saturday and Sunday that way.

A survey done in Marina del Rey a couple of years back revealed that 70 percent of the boats rarely leave their slips. That doesn't mean they don't get used; it means that there are legions of sailors who prefer the dock to the sea.

Some of these folks are upper middle-aged. Having bought their boats ten or 15 years ago, their boat mortgages are either paid off or very low. That means for \$250 to \$300 a month berth fee, they've found their own little place on near water in the hazy Southern California sun. A place that's quiet, uncrowded, secure and drenched in the memory of scores of previous pleasant weekends. If you own a boat, you surely know a few folks like this.

Every now and then they might take a motorsail up and down the coast a few miles, but mostly the boat is their waterfront condo. They won't give it up because they know they couldn't replace it for five times the price. No wonder Southern California berths can be so hard to come by.

While many older folks that qualify as slip sailors are secure enough in themselves to confess their status, it's the strong, vital, vigorous younger ones who normally become defensive. These are the ones that serve up excuse after excuse why their boat

never leaves the dock:

- "I'd really like to go sailing today, but:"
- ✓ "My engine seems to be running cold."
- ✓ "The refrigeration seems to be running hot."
- ✓ "The teak needs oiling."
- ✓ "The bottom is too dirty."
- ✓ "There's not enough wind."
- ✓ "There's too much wind."
- ✓ "It's too (check one) smoggy, foggy, humid, wet, dry."

These folks want you to believe that they'd go sailing if there wasn't some compelling reason holding them back. But after the fourth or fifth month of excuses, they hope in vain. Everybody knows; just like everybody knows the real reason men buy *Playboy*. But these younger slip sailors shouldn't worry, because nobody really cares.

Of course, you have to watch out for the psuedo slip sailor. A couple of years back in Santa Barbara I knew two guys who bought identical 30-ft sisterships. The one guy went sailing every couple of weeks, did a



Fair weather sailing togs for a slip sailor's dockside round-up. Yeee-haaa!

California afternoon for sailing.

But you won't be heading out the breakwater this weekend. There'll be no dipping the rail or flying ocean spray when the Southland 'Doctor' fills in. No heeling over, no spilling of beer when you come about. Nope, today and even tomorrow, you — like hundreds of other sailboat owners — will be boarding your boat to 'sail the slip'.

Some sailboat owners feel guilty that they enjoy their boats more in the dock than out at sea. They fear they have a greater spiritual affinity with couch potatoes than Christopher Columbus, Captain Cook or Josh Slocum. They worry that friends might think they are afraid to leave the marina.

Personally speaking, I think Tracy Nelson had it right in the movie *Down and Out in Beverly Hills* when she proclaimed: "Guilt sucks!"

And even if all those things were true, so

THE SOUTHLAND

few trips to Santa Cruz and Catalina islands; he was an average Southern California sailor. As for the other guy, about 18 months went by without him ever leaving the dock. He was continually puttering about and handing out more excuses than Liz has had husbands: rebuilding the engine, revarnishing the mast, fairing the bottom, rechauling the ports, strengthening the rudder, etc., etc.

Everybody knew he was a slip sailor. Finally, he took the boat out of the slip. When he didn't come back that night or the next or the next, I, along with some of his other friends, became concerned. Then the postcards started arriving; from Mexico, Tahiti, Fiji, New Zealand, Australia, South Africa, the Caribbean and Panama. What a fraud! He was a hard-core world cruiser, not a slip sailor.

Can you tell 'slip sailors' from 'real' sailors by their boats? Often times, yes. The scruffy banged up boats that look like they're on the fast track to dereliction belong to 'real'

These Marina del Rey men love slip sailing as much as women. They find it a great way to spend a Saturday — and a Sunday.

sailors, the kind of folks who'd rather sail through a hurricane than stay at the dock and varnish. These folks have a million excuses, too, but their's are why they can't stay at the dock:

✓ "I had such a tough week I just gotta get outa here; I'll fix the engine when I get back."

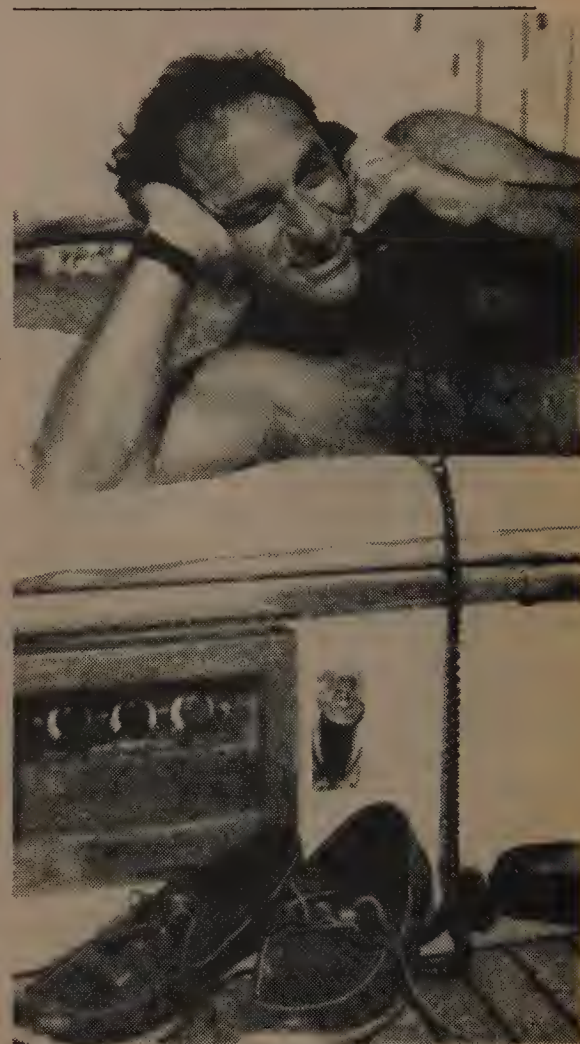
✓ "I just want to get out to Catalina a couple more times before the cooler nights set in; I'll be able to get by with just the port jib sheet winch working."

✓ "I haven't been to the new marina in Chula Vista, I'll tighten the rigging as soon as I check it out."

✓ "Some friends and I are taking a sailing surf safari to Cojo; the rudder will probably hold together until we get back."

Slip sailors, on the other hand, invariably have immaculate boats. The hulls have just been sprayed with linear polyurethane, the twice-a-month cleaned bottom is spotless, there's a vane on the transom and a SatNav, Loran and SSB in the nav station. There's roller furling this and that. The boat's are tricked out — especially if kept in backyard docks.

You're probably thinking that it would make more sense if it were the other way around; if the hard core sailors had the well-



Be it for business or pleasure, no slip sailor should be without his telephone.

equipped and well-maintained boats and the slip sailors had the derelicts. Your mistake would be in trying to apply logic to an irrational world.

There are those who don't know if they are slip sailors or not. Zed Scharwenka, who bought an all teak 35-ft Chinese junk in December, has his "got to do the teak" excuse lined up for the next six months. Zed says that in 18 months, when he's finished restoring the 1970, Hong Kong-built *City of Ice*, he plans to take it cruising to Mexico and the Caribbean. He's nonetheless a realist:

"But who knows? I may be tired of boats by then and may not ever want to see one again."

Socrates said 'know thyself', which is excellent advice for slip sailors. About ten years ago I knew a slip sailor who he mistakenly thought he was an ocean adventurer. He bought a 26-ft boat and spent years preparing it for an attempt at a non-stop solo circumnavigation. He poured tens of thousands of dollars into his little 26-ft wood



SLIP SAILING

boat. Fund raisers were held to support the project. Long evenings were spent pouring over charts with backers, planning the best



These Bud's are for slip sailors.

routes and times of year to round the horns.

When the long anticipated day of arrival came, this slip sailor departed with great ceremony. Yet by that evening, the heavily-laden little boat was back in her berth. "It's different out there than it is in here," he confessed rather sheepishly. The grand illusion had been revealed, and he was too embarrassed to face his friends again. By not knowing himself, he had cost himself at least \$25,000 dollars and his favorite past-time.

Like Tracy Nelson, my favorite slip sailors are the guilt-free sybarites. Take Nick Shabanoff, owner of the Morgan 43, *Anastasia*. When you call Nick, phones ring at both his Marina del Rey home and on his boat in Islander Marina. Furthermore, almost every weekend there's a party on his boat. In the slip.

It's true that Nick has a legitimate excuse for not going sailing; his engine conked out three weeks ago. But one of his best buddies claims that even a new engine couldn't get him out of the slip; Nick has too much fun partying at the dock. And how can he help

it? While his boat doesn't have an ice-maker, it does have a full-size bathtub in the master suite. Rub-a-dub-dub in the tub's tub!

This is not to imply that Nick doesn't enjoy getting out of the slip. He keeps his dinghy in the water for just that reason. There are sunset cruises to be taken in the harbor, as well as emergency runs to the fuel dock for more ice.

Dedicated slip sailors feel no compunction about hanging around in the slip all weekend long. They even invite friends to join them weeks in advance, dispelling any pretensions of a desire to leave the dock. It's easy to spot these folks. They arrive at the harbor late Friday afternoon or Saturday morning with 3/4-ton pick-ups full of weekend necessities; bags of briquets, huge sirloins and prawns, tubs of pasta salad, and coolers filled with Corona beer.

Get two or three such 'slip sailors' together in a small area and it can spontaneously combust into a full-fledged dock party. Just ask Tracy Lucast, who celebrated her 40th birthday on friend Mike Ouandt's CT-41, *Falls O' Clyde*. What started out as an inno-

cent one boat Marina del Rey get-together and harbor cruise, ballooned into a major dock party with 50 or 60 attendees on deck, below and on the dock. Neighboring boaters were even generous enough to donate much-needed space.

Tracy and Mike returned from a Mexico and South Pacific cruise a year before. It hadn't been quite like that 'out there'.

When you think about it, marinas are perfect places for partying. They're indoor/outdoor affairs, with lots of different boat interiors to choose from. And if anyone has had too much to drink, they can always go to sleep in a bunk rather than behind the wheel on the San Diego Freeway. Besides, stern pulpits are ideal BBQ supports.

And we all know food — any food — tastes better outdoors. Just ask Meachie and Dave, who savored dock neighbor Ted's chili under the bimini of their Bayfield 40. They thought the chili tasted fantastic. Ted's secret recipe: warm one can of Dennison's.

Daniel Quick, racing his Ferrari on the back of 'Valiente'.



THE SOUTHLAND

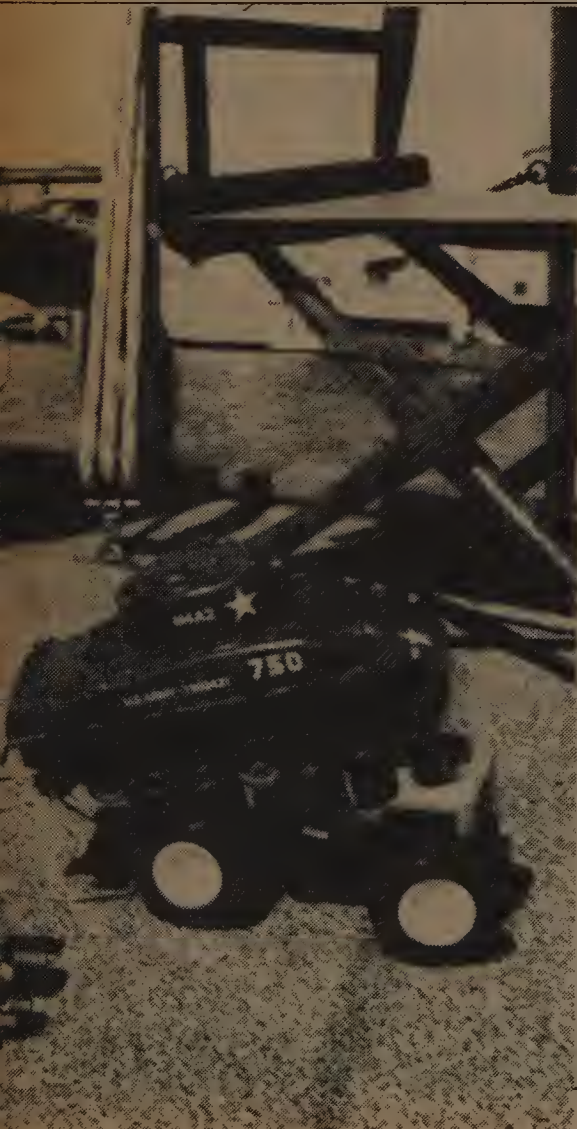
Many slip sailors have discovered that their ocean going boats even make ideal offices for certain kinds of businesses. While



Any food, be it out of the can or out of the kitchen, tastes best outdoors.

Not as exclusive as making a living from the phone by the pool at the Beverly Hills Hotel, marinas are still prestige addresses.

Computer programmers and writers, in particular, seem to thrive in the gently rocking salt air environment. Slip sailors are also



ideal places for professional services such as massages, body therapy and bio-feedback. Mid-week marinas are usually quiet, free of the din of traffic that pollutes so much of Southern California. And such 'offices' are thrifty, especially when it doubles as the practitioner's home. (Yes, living aboard is illegal in most marinas; but then so is driving faster than 55 mph.)

Professional players in the stock market have discovered that their computer outfitted slip sailor is the safest place to play the market. For if the market keeps going to hell, while their counterparts on Wilshire will be jumping out of high buildings and getting hurt, a jump out the port of a boat in a marina will be nothing more than refreshing. Instead of being dead, the 'boat broker' will surface refreshed, and with the realization that it's possible to live cheap on a boat in Baja where financial news is delightfully unavailable.

Surprisingly enough, some current slip sailors have extensive ocean sailing experience. In fact, the farther they've cruised, the more likely they are to have difficulty finding excitement in the prospect of an afternoon sail off Point Loma or a weekend voyage to Catalina. Either they cross an ocean or they stay in the slip.

Big boats are so comfortable that many owners use them like a second home. Five-year-old Daniel Quick, for example, has no problem finding space to operate his remote-controlled Ferrari and field tank on the aft deck of his parent's boat — the 63-ft steel ketch, *Valiente*. Mom and Dad built the boat in New Zealand just before Daniel was born. They sailed the boat all the way to California so they could sell it and then build another one. A cruiser with 35 years experience, Daniel's dad is the typically atypical 'slip sailor'.

One of the nice things about using your boat as a second home is that under last year's tax reform, it's one of the few things where you can still write off the mortgage interest. That provision of the tax law is being challenged, but it's still on the books.

Of course you don't need a maxi-size yacht for a comfy second home on the water. Gary and Marci Willis, who own the Newport 30, *Breezn II*, say the cockpit of their boat is just fine for entertaining friends visiting for the weekend. Gary notes that he's been hit twice while transiting the Marina del Rey channel. As a result, he now avoids the

"weekend madness".

There are slip sailors all over Southern California, but they seem to particularly thrive in some areas. Parts of Marina del Rey, Harbor Island in San Diego, and the Alamitos Bay part of the Long Beach Marina



The beauty of slip sunbathing; no sand in your suit, no gawking, and no nosy photographers.

seem to be favorites with slip sailors. Naturally, there are other enclaves elsewhere in the southland.

Many female slip sailors find their boats ideal places for sunbathing. For one thing, they don't have to tromp down to the beach at 0600 to find a parking space, nor do they get sand inside their eyes, ears, nose or bathing suit. And ladies feel comfortable wearing the skimpiest of suits, knowing that they're among friends rather than gawking strangers.

Some male slip sailors use their boats — sometimes frequently — for seduction and conquest. As one amorous slip sailor put it, "There's no better *pied a terre* than a *pied a mer*. What he means is that an invitation to join a man on his "yacht" for cocktails and dinner plays much better than an invitation to meet at a motel or in the janitor's closet. It speaks of — at least to younger women who don't know any better — money, dignity and virility.

Everyone loves a lover, and nowhere is

SLIP SAILING

that more true than among Lothario's marina neighbors. The women — men, too — always enjoy seeing what "the latest" looks like, and there's just no escaping 'the gauntlet' of inspectors. Romance among the berths can also bring excitement to the docks. There's no more ominous sight in the world than Lothario and his latest boarding the boat — followed two minutes later by Lothario's steaming steady/wife in hot pursuit. Ocean sailors who come back from battling Santa Ana conditions for five hours and try to talk about the excitement are interrupted; "That's nothing, you should have seen the fireworks on Lothario's sloop this afternoon!"

Oh, if boats and docks could only talk!

By and large, slip sailing is pretty safe. You're not going to run aground, get lost in fog, or be dismayed. Of course, there's always a danger when you live in a bad environment, such as among active sailors. More than a few thought-to-be-confirmed slip sailors have been tempted by others to go out for "just a little sail". Next time it's a

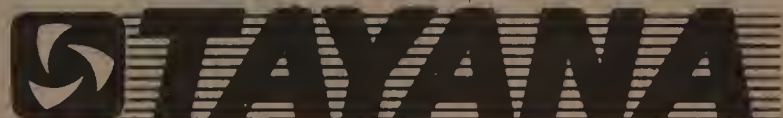


Southern California slip sailing; and the living is easy.

beer can race. After a wild weekend of sailing and partying in Catalina the victim is hooked. He's no longer content to stay on

the boat in his slip; he's making trips up and down the coast, around Bishop Rock, and horror of horrors, starting to talk about a winter in Mexico or a summer in Hawaii. So be careful out there.

— **terese pencak schwartz**



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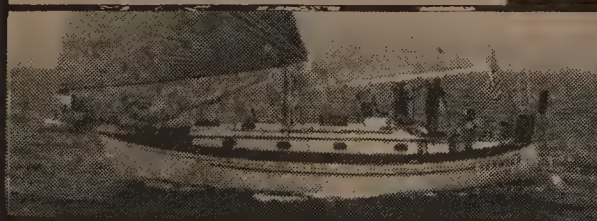


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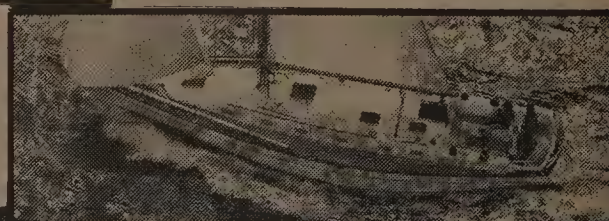
TAYANA 37'

Perry design. Traditional full displacement yacht available in a standard layout, Mark II version with two private cabins and a pilothouse model.



TAYANA 55'

The ultimate cruising yacht. Designed for the most discriminating yachtsmen to their individual requirements. Available in ketch or cutter rig.



TAYANA 52'

Perry design. Available in both aft and center cockpit. This is a magnificent sailing vessel designed for fast, easy passages.

The most memorable vacation . . .

Dear *Big O* and crew,

This is a letter that I will enjoy writing. Last Labor Day week, Lenny and Cindy, Gus and Taylor and my wife, Linda and I had the opportunity to spend one week aboard the *Big O*. It was a week we all shall remember for a long time. We found the boat to be impeccably kept and the crew to be beyond our wildest dreams. The captain is the most mature, fastidious and obliging 29 year old I have ever met. His wife is a marvelous cook and a wonderful asset to the crew. James was a most polite, helpful and kind individual. It is rare that three people work as well together as this group did, and it was a treat to be in their company. The crew showed incredible discretion in leaving us to do as we pleased, be by ourselves and to just enjoy the pleasure of the week. In the future, we all hope to experience other weeks like this (maybe in a different part of the world), but on the same boat with the same crew. My compliments to you and to your staff for making this the most memorable vacation I've ever had and one I would recommend to anyone.

Sincerely,
Robert S. Weinstein, OD
Torrance, CA

Latitude 38 Adventure Charters

P.O. Box 1678, Sausalito, CA 94966 or call (415) 383-8200, (800) 638-3438

CHANGES

With reports this month on **Immersed Outboards: Sybaris** in Nudoslavia; **Pacific Drifter** on the Big Island; **Xanthos** on Costa Rica and Panama; **Pacific High** on Venezuela; **Saga** in Malaysia; **Misty Lady** on the Big Island; **Mahina Tiare** on the changing cruising scene in French Polynesia; **Nanok** in Denmark; and **Windigo** in the 'Deep South'. There are no **Cruise Notes** this month.

Outboard Immersion Anywhere In The World

If there's one thing sure to engulf a cruiser's countenance in gloom, it's the outboard falling over the side. Weekend sailors may not understand, having never developed such a close relationship, not even with their wives. ("If you loved, cherished and trusted me like you do that Suzuki, this marriage might have a chance!")

We consider ourselves something of experts on outboards going over the side. We had a Suzuki 5 hp go over near Las Hadas and also in an anchorage at Santa Cruz Island. We've seen our Johnson 6 hp drop to the bottom of Delta waters and be dragged through San Francisco Bay by a safety line.



RICARDO DEL SUR

Most outboards can take an immersion or two. Five, as you can see below, is about the limit.

The last submersion, however, was the most heart-breaking; a two-week-old Yamaha 15 hp dropping 30 feet to the bottom off St. John in the Virgin Islands.

While those were all first class bummers, they were temporary in nature. Each and

every engine was salvaged to roar again. If you act with dispatch, your submerged outboard can be salvaged, too.

The only area of controversy regarding the restoration of submerged engines is with regard to engines that go under while running. Some experts say the only thing to do is immediately disassemble and clean them. Others believe it's alright to take the same steps as you'd do with a non-running engine that had gone in the drink. Those steps are:

1. Wash the outside of the motor with clean water, then take the cover off and completely flush the inside of the motor.

2. Remove the spark plugs.

3. Adjust the outboard so the spark plug holes are facing down, then manually rotate the flywheel to eject as much water as possible.

(If the flywheel doesn't turn easily, it's an indication that there are internal problems. It could be a broken piston, a bent connecting rod, sand or silt in the carburetor or even a grouper in the cylinder. In any event, it means you'll need to have the engine disassembled, a job best left to someone with experience).

4. Once you've drained as much water as possible, reinstall dried spark plugs.

5. Dry and clean all the ignition components.

6. Drain the fuel lines and the carburetor.

7. Reconnect with clean fuel and give the starter a couple of good tugs. With any luck it should fire up. If it starts, let it run for a long time — at least an hour — to get all the moisture out.

8. If the motor won't start, check the fuel, electrical and mechanical components to see if you can diagnose the problem. If you can't get the engine running within two hours, disassemble it and oil all the parts. If this isn't done, you'll get rust and corrosion developing on the internal parts with the result that there would be permanent damage.

What happens if you're in a situation where you are unable to either restart or disassemble the engine? The best is to resubmerged the powerhead in water, preferably fresh, until more comprehensive repair efforts can be made. Corrosion and



rust are slower to take hold underwater than above.

Of course the best solution is to never let the outboard get submerged in the first place. As grandmothers everywhere have said in veiled reference to safety lines, "A stitch in time saves nine."

— slippery hands 10/8/87

Sybaris — CT37
Jim & Marie Carlyle
Dubrovnik, Nudoslavia
(Los Angeles)

We've got the answer to your Sightings quiz on sailors: Jack London. I just wish I had a copy of *Voyage of the Snark*, the journal of his ill-fated South Pacific cruise.

A brief note before we leave Dubrovnik for Italy: We left Cyprus in May and then went through Turkey, Greece and Yugoslavia. We'll winter in Spain.

Very little has been done aboard *Sybaris*



RICARDO DEL SUR

since we recently received a care package of *Latitude 38's* (January through August of '87). What a treat and what a friend we have in Joe Rucker of Los Altos for sending them. They cost \$35 to mail and \$13 for us to retrieve — but worth every penny!

Joe had previously sent us a package of *Latitudes* in Cyprus and they were shared and enjoyed by many of your readers in this part of the world. And recently we received a copy of *Latitude 34* in Athens, Greece. You guys are everywhere!

As for ourselves, we're more than halfway around the world since we left San Diego in 1981 for the South Pacific Milk Run that was the start of our circumnavigation.

Here's a list of some of the American yachts we've seen recently:

L'Autre Femme, with Don Verley and Bonnie Russell of San Pablo, CA. Seen in Paxos, Greece heading for Turkey on 8/87.

Ping. Freedom 36, with Jim and Marge

The Hawaii YC — the cruiser's friend in Honolulu.

Robfogel of Rochester, New York. Seen in Athens on 7/87 when about to head for Turkey.

Carioca, 46-ft one-off with Don McCloud and Mark Frank of East Peoria, Illinois. Seen in Corfu, Greece on 8/87 when about to head to Spain.

Rhiannon, Peterson 44, with Robert Lynn and Kleon Howe of San Diego. On 9/87 they were about to winter in Split, Yugoslavia.

Champion, Cheoy Lee 54 trawler with George Johnston and Daphne McInnis of Los Angeles. George and Daphne are on their second trip around.

Mintaka, a 36-ft Colin Archer type boat owned by Charlie and Nita Martin of Great Falls, Montana. On 6/87 they were in Cyprus but they're planning on returning to

the United States by winter.

Osprey, Marco Polo schooner owned by Dick and Pat Muenzer of Durham, CA. Seen in Spain on 8/87, they were headed across the Atlantic to the United States this winter.

Liberty, a Farr 37 owned by Robert and Linda McMullen of Prague, Nebraska. On 8/87 they were on their way to Spain.

Kennemer, 43-ft one off owned by Martin and Gerta Witkamp of Pensacola, Florida. Seen in Malta on 8/87 about to head back across the Atlantic this winter.

Almost all the boats we've seen in Yugoslavia have been Italian, German and Austrian. There are many, many charter boats and a convenient system of Howard Johnson type all-alike marinas up and down the coast. It's very easy to get from anchorage to anchorage. But if nude is not your thing, stay away from Yugoslavian cruising! It's the rule, not the exception.

— marie carlyle 9/17/87

Marie — Thanks for your report, we're always delighted to get them from that part of the world. We've passed along a Roving Reporter t-shirt to Joe Rucker.

Pacific Drifter — Spindrift 48 Rick McAuley & Gary Klatt To Hawaii and Back (Signal Hill)

On June 29, I left Long Beach harbor as crew on Rick McAuley's *Pacific Drifter*. It took us 16 days to reach Oahu, where we tied up right in front of the Hawaii YC's clubhouse. A relative of one of our crew is a member there and had made arrangements for a one week stay.

Because the TransPac boats had just beat us there, it was naturally busy at the club. Nonetheless, they gave us full privileges and treated us very, very well. We also got full reciprocal privileges at the Waikiki YC across the way. The hospitality shown by both clubs was terrific.

We then sailed to Hanalei Bay on Kauai, where we remained for 2.5 weeks. It was a wonderful stay and we were sorry to have to head back to the mainland on August 10. The return trip to Long Beach took us 20 days.

The weather on our passage over wasn't too good; we even had to stray to the north

CHANGES

to avoid the effects of hurricane Beatrice coming at us from Mexico. We experienced 20-ft swells, but these were from a storm to the north rather than the hurricane. Despite the weather, we experienced very few equipment failures, all of which were repaired in Honolulu.

On the way home we ended up beating to weather for nearly 20 days; several of the days featured near gale force winds at the edge of a low pressure area. Twenty-five foot seas had been predicted; fortunately we didn't get anything over 15 feet. I did get thrown over the pedestal during the heavy seas and strong winds, so I know what a rag-doll feels like.

Before we started I figured the trip would be a good experience that would allow me to see what living aboard a boat for a protracted period of time would be like. Well, after falling in love with sailing two years ago this trip has shown me that I won't be content until I am sailing into the sunset for the rest of my life. I am now making plans for about five years from now when I hope to retire and go cruising in earnest.

P.S. I am still reading the rag with as much anticipation and enjoyment as ever. I bought *Sail* and *Yachting* magazine when I started sailing a couple of years ago. Then I read *Latitude* on the advice of a friend. I haven't picked up any boating magazines but *Latitude* since then; there just is no comparison for all the good info and enjoyable reading.

— gary klatt 10/7/87

Readers — Long-distance cruising yachts without relatives at the Hawaii YC are allowed a two-week stay at the club for \$100. Given the choice, most cruisers would never leave.

Xanthos — Mull 39

Bob Larsen & Bob Harmon

Rio Dulce, Guatemala

Some thoughts on Costa Rica and Panama:

Puntarenas, even in the rainy season, has its pleasant moments. The Parque Aquatico and the Costa Rica YC are both hospitable and the latter is a good place to leave the boat for a trip inland. Puntarenas has good bus and train connections to the capital of San Jose. The trip takes two and four hours

respectively. The train is narrow gauge, offers terrific views of the countryside, and costs about \$1 U.S.

There are two drawbacks to Puntarenas. Dinghy theft is one; you either need to haul your dinghy out at night or chain and lock it alongside. The thieves are after the engine, not the dink, so you'll have to chain the motor itself. 'Locking' the inflatable doesn't work as there's no place on the dink that can't be cut. Beyond that, crime doesn't seem to be any greater than in Mexico.

The other problem in Puntarenas is the 10-foot tide. Entering the river — where all the yachts are — is tricky. Once in the river, boats must be securely anchored against the strong current.

The Gulf of Nicoya is a large body of water; 30 miles wide at the mouth and 50 miles long. It's calm, beautiful and dotted with a number of islands and anchorages. Two of them, Bahia Naranjo and Isla Jesusita — are convenient to ferries back to Puntarenas. The Gulf is a fine cruising ground.

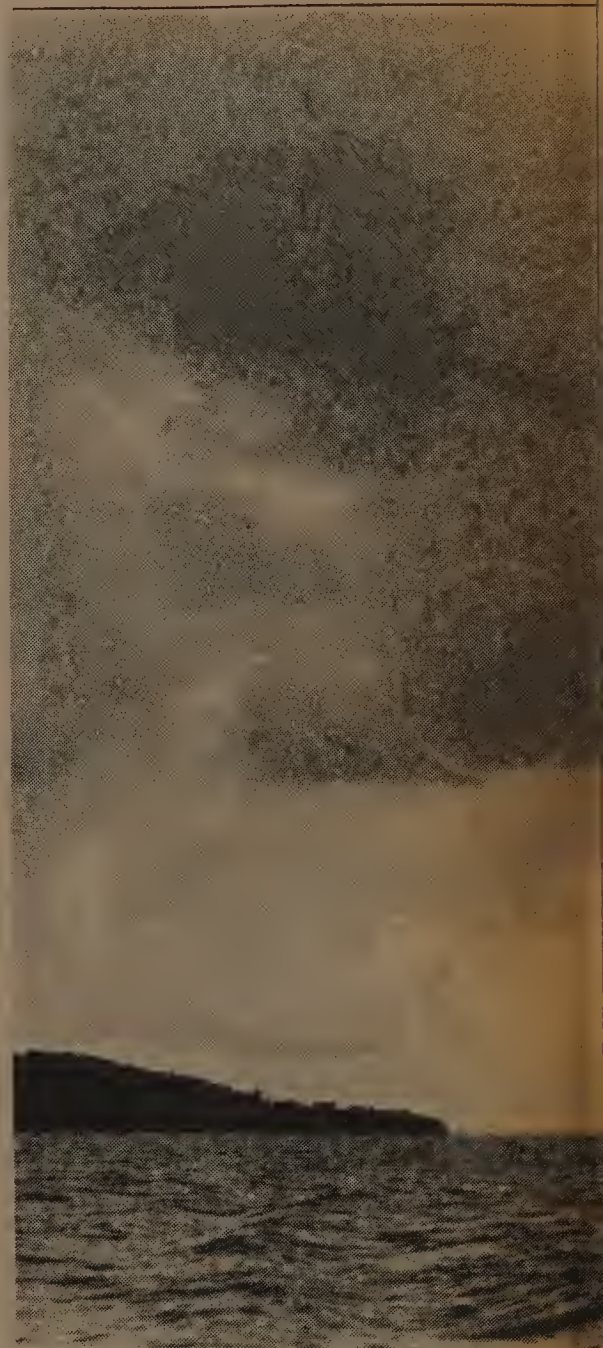
San Jose, the high, cool capital is one of the nicer cities we've seen. You'll need to come here to renew your visas, so figure on enjoying the city in the process. Local attractions include side-trips to the volcanoes Poas and Irazu, and the gold and jade artifacts museum in the National Institute of Insurance. All but a half-million of Costa Rica's 2.5 million people live in or around San Jose.

Monteverde, the 'cloud-forest', is the prime jungle on the Continental Divide. It's an all-day bus ride to get there, but it's worth the trip. It's a lovely example of a rain forest, right next to a Quaker colony producing some of the country's popular cheeses.

After leaving the Gulf of Nicoya, we recommend Quepos (Manual Antonio National Park) — but only if you have the detailed charts of the dangerous, rocky, reef-strewn approach.

Golfito, farther down the coast, is quiet now that the United Fruit Company has left and the banana blight has ruined the trade for the once-thriving port.

Undiscovered Paradise: We found an undiscovered paradise in the islands of southwest Panama, in the area between Pta. Burica (the Costa Rican border) and Isla Coiba. All of them offer fine anchorages; a



number have waterfalls and streams convenient to the beaches. A rundown of some of them:

The *Isla Parida* group offers several anchorages and it's often possible to trade with local families for fruit and coconuts. They're looking for store goods like matches, coffee, canned food, fish hooks, candy bars, etc. Trawlers in the area will also trade shrimp or fish — sometimes lots of it — for the same or cigarettes. We recommend anchoring near either the south side of Isla Parida or on the northwest side of Isla Gamez. Do not try to cross the area between Parida and the Paleto-Bolanos group — rocks and reefs.

The *Secas* group has a good anchorage on the northeast side of Isla Cavada from June to November when the southerlies prevail. There are waterfalls and a couple of families that might trade bananas, limes or whatever else is in season.

The *Contreras* group offers a fine, half-moon shape anchorage on the north side of

JOE CARIBBEAN



Isla Brincanco. As with the island groups mentioned before, this is just an easy one-day passage from the previous group. At least under most conditions it is.

Between *Isla Afuerita* and *Isla Canal de Afuera* is another anchorage that features two streams, a waterfall, and in season freshwater bathing right off the north side beach of Afuera.

The only place to anchor off Coiba is at Club Pacifico on the northeast end. You may have to ask permission during the December to April tourist season when the club is swamped with sportfishermen paying \$1,000/week to pursue marlin, spearfish, dorado and other species. The rest of the island is a prison colony — besides, there is no other safe place to anchor.

We didn't particularly like *Bahia Honda*. The anchorage is safe and there are plenty of places to put up, but the village on Isla Talon, in the center, is poverty-stricken and there isn't much to trade or buy.

Waiting out the Atlantic hurricane season at Culebra, Puerto Rico. A sweet little hurricane hole if there ever was one.

In summary, the Parida-Coiba area (Gulf of Chiriqui) is an untapped cruising paradise. However, we strongly recommend that you get detailed charts of the area as it is studded with many, many rocks and reefs. Then too, the 15-foot tides must be taken into consideration.

Compared to the previous ones, the next hop is relatively long. The 60-mile coastline of the Azuero Peninsula has virtually no havens. Because all the trans-Pacific shipping lanes converge here, it also has extremely heavy ship traffic. A tip: since the ships tend to stay between one and three miles off the coast, locals and experienced yachties recommend staying 20 to 30 miles offshore. This keeps you out of the heavy traffic as well as the nasty wind, waves and current of the aptly named Punta Mala.

Given the prevailing north wind and cir-

cular current in the Gulf of Panama, it's usually suggested that you avoid the traffic and adverse wind of the Punta Mala — Panama City route by going roundabout via the Perlas Islands. This worked for us, but we must caution that the Perlas Islands themselves aren't the paradise they apparently once were. Boats stopping off at inhabited areas risk being robbed — there were incidents while we were in Panama. We found unsettled Isla San Jose, the first stop on the way from Punta Mala, and Contadora to be safe and reasonable. We can't, however, recommend the rest of the Perlas.

So much has been written about the Panama Canal that we'll be brief. We stayed at Isla Tobaga near Panama City and commuted to Balboa by ferry. In so doing we managed to complete our Canal paperwork without having to stop at the Balboa YC, which we wanted to avoid.

The good points about Panama: The national currency is the U.S. dollar (though they call it the *Balboa*, it still has George Washington on it). There is a fine chart store, Islamorada, in Panama City just off the Via Espana shopping area. The Panama Canal YC in Colon offers hospitality and a good mail drop. Bus connections between Panama City and Colon are good.

The bad points about Panama: Even in the relatively quiet time we were there, it was crime-ridden and expensive, particularly in Colon. Colon harbor is filthy; you can count on a lot of hull-scrubbing once you leave. People faring northward face the risk of hurricanes north of 15°N between May and October and dangerous northers out of the Gulf of Mexico between December and March.

There are two nice cruising spots on the Atlantic side of Panama; *Portobello* and the *San Blas Islands*. The welcome mat, however, is no longer out at Playa Blanca where Mike Starbuck, formerly of Marina del Rey, was renowned for the welcome he gave yachties. It all changed after the U.S./Panamanian drug raid of 1987.

We left Panama in January after carefully monitoring weather reports from WOM-Miami, NMN-Portsmouth, and WLO-Mobile and deciding the northers had temporarily abated. The tradewinds on the Caribbean side are steady and brisk; we had a fine, 600-mile, five-day passage from Portobello

CHANGES

to Guanaja in the Bay of Islands, Honduras. It was our best sailing to date.

We've been in *Guatemala* since February. There are no good anchorages on the Pacific side, but the Rio Ducle offers protected waters and a great place to park the boat for extended periods. You enter the river at Livingston; the Hotel Catamaran, 25 miles upriver, is the place to leave the boat. The Catamaran serves as a letter drop and is convenient to bus lines to the rest of Guatemala.

We've spent considerable time exploring the interior, staying with friends in the fine old Spanish town of Antigua; exploring the market towns of Solola and Chichicastenango; visting the Mayan ruins of Tikal, Quirigua and Copan; and, visting the capital. Guatemala is a beautiful country and, as long as you avoid the war zones near the Mexican border, is perfectly safe. Far safer than Panama in the best of times, we might add, and especially now that the country is undergoing considerable unrest.

We were amused to read in an old (September '86) *Latitude* the comment that Guatemala and El Salvador weren't regarded as safe though the rest of Central America presumably was. Sure, if you go into troubled districts you might find it unsafe to travel — I might say the same about walking from City Hall in San Francisco to Golden Gate Park.

Xanthos was in the vanguard for a large number of west coast cruising boats. Those currently in Rio Dulce include: *Nepenthe* from San Francisco with Fred Brutschky; *Cheechako*, with Denny and Norm Chandler from Cupertino; *Cantique III* with Bill & Ester Mansfield from Long Beach; *Vivere* with Carlos & Magaly Caprioglio from Marina del Rey; *Cynara*, with Chris and Lyn Lonjers from Los Angeles; *Mariposa*, with Jeanne & Lloyd Milburn from San Francisco; *Tomboy* with Tom and Janis Bell from Clarkdale, Arizona; *Bethyl* from San Francisco, *Artemisia* from Elko, Nevada; *Serenity* from Seattle, and *Expectation* from Aspen. And us.

— bob & bob 6/21/87

Bob & Bob — Thanks so much for that excellent report. We're sorry, but somehow it got mislaid and thus wasn't printed until this issue. We've got a couple of Roving Reporter t-shirts headed your way.

The Best Little Whorehouse in Venezuela

**Pacific High — 62-ft Ketch
Bob & Roxana Frank
(San Francisco)**

As you requested, we are sending a few observations from Venezuela.

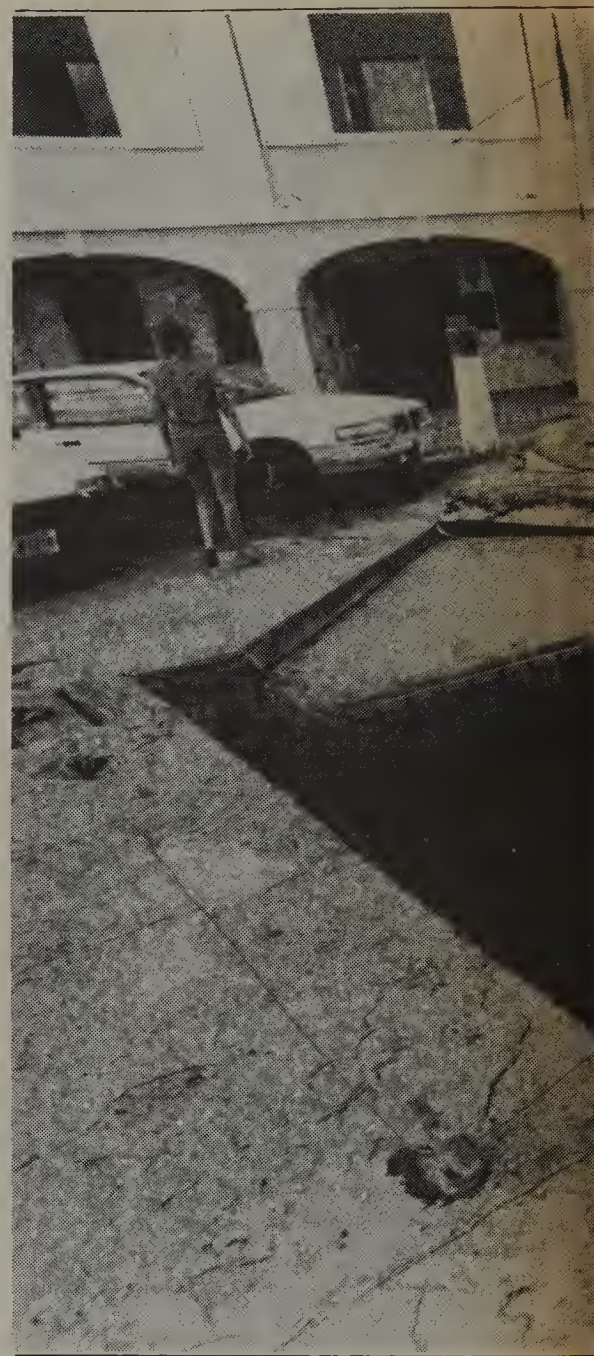
Our first landfall was Margarita, where we were impressed by the massive amount of high-rise construction, the incredible shopping (free port) and the friendliness of the people. With the dollar as strong as it is against the *bolivar*, an American can live for practically nothing. A few examples: beer is 12 cents a can; a litre of rum is \$1; Smirnoff vodka is \$2; a room at the four star Buena Vista Hotel is \$28; a steak dinner is \$2.50.

We then had our boat hauled at a very good yard, Vadarero Caribe, run by an American educated engineer, Michael Plant. The yard is located in Cumana on the mainland and has a large railway that can handle all sizes of vessels. The work done on our boat was very satisfactory and the cost was 25 percent of what it would have been in Florida. A skilled craftsman bills out at \$25 a day.

When I told the owners of the yard that I was going to write about their good work to a San Francisco sailing magazine called *Latitude 38*, they all burst out laughing. When I asked what I said that was so funny, they told me the local whorehouse is called 'Latitude 38'. So as you can see, you're even famous in Cumana.

From there we sailed through the fascinating and beautiful Mochima area and on to Porta La Cruz. If you ever get to Porta La Cruz, be sure to visit the Guata Caraza or 'crazy bar' for one of the best nights of entertainment you will ever have. Three of us were there drinking, dancing, singing and eating for four hours. My stomach ached from all the laughing. The total cost? Just under \$10! Porta La Cruz was also the jumping off spot for trips to Angel Falls and Caracas.

At Isla Los Roques we had the best diving ever. We were able to live off the sea, having conch and lobster for dinner six of the seven nights we spent in these fascinating islands. We only saw one American boat in Los Roques; *Inshallah* from San Francisco. We shared many fine times gunk-holing together.



The Europeans, however, have certainly discovered Venezuela. We saw a number of boats with French, German, Italian and Dutch flags. We were continually surprised at how few American tourists, by boat or land, we saw.

We feel a big plus for the area is that there weren't any charterboats. The result is you feel like you're visiting the Virgin Islands before anyone was there.

In conclusion, we have nothing but good comments on all aspects of Venezuela. Now we are going to Bonaire for what is reported to be the best diving in the hemisphere.

— bob & roxana 10/1/87

**Saga — Wylie 65
Arlo & Marge Nish
Mike & Sandy Gehb
Penang, Malaysia**

Imagine a couple. The woman gets seasick sailing on San Francisco Bay and doesn't really like to sail in the first place. The



JOE CARIBBEAN

man doesn't know how to swim and doesn't want to learn because he hates water except when it's in ice cube form in his martini. I then propose a question. Would this couple consider a cruise around the world?

After leaving San Francisco in September of 1985 on their 65-ft ketch, *Saga*, the above couple did more than consider it, they are on their second circumnavigation.

Marge Nish, who still gets seasick after years of sailing, enjoys visiting the exotic ports of the world so much that she puts up with her days at sea (probably a Guinness world record). As for the skipper and builder of *Saga*, Arlo Nish, apart from his dislike of water he simply has a great love for sailing upon the sea. He still doesn't like getting into it, though he's tried his hand at windsurfing on occasion.

Sailing with them for the past two years are myself, the foredeck hand and chief sander, and my wife, Sandy, who is Arlo and Marge's eldest daughter. You're prob-

Where's this dinghy dock! Clue: Alexander Hamilton's mother was imprisoned nearby for not obeying her husband. St. Croix, USVI.

ably thinking, wow, this guy married the right girl! Damn right!

After a successful circumnavigation during 1975-1977, the planning for the current voyage was well under way. Having sold their previous boat, a Rhodes-designed 60-ft yawl, they contacted local yacht designer Tom Wylie to create a comfortable yet fast yacht to be sailed by a small crew. After 25,000 miles we can say that *Saga* has performed beautifully. With the centerboard up, her 6'6" draught allows us to enter many beautiful lagoons. Her large sail plan has made her an outstanding performer with a couple 240-mile days turned in. Not bad for a crew of 3½. In terms of comfort, we enjoy fresh water showers everyday, and more importantly, cold drinks with ice cubes.

As most yachties would agree, an important aspect to a successful cruise, especially

for any length of time, is compatibility. Fortunately, we all get along extremely well, respecting each other's privacy as an individual and as a couple. Having a boat big enough also helps considerably!

Thus far our travels have taken us throughout the South Pacific; we spent our first two hurricane seasons in New Zealand and Australia. For those interested in diving, both the Hai Pai and Va'Vau groups in Tonga, the New Georgia group in the Solomons, Rabaul, New Britain (PNG), and of course the northern reefs of the Great Barrier Reef are all highly recommended.

One of the most beautiful harbors in the world is Sydney. After spending five months there we call it our second home and our second favorite city. Need I mention our first! We spent a total of 10 months in Australia before heading across the Timor Sea to Bali, Indonesia.

Bali is one of the most popular tourist spots in the world today. Its ancient and colorful traditions, ceremonies, and temples still exist amongst today's modern world. A variety of wood and stone carvings can be found in Bali by some of the best carvers in the region.

Traveling farther north we called at Singapore, which is a dramatic change from the islands of Indonesia. Entering Singapore harbor at night is both a sight to behold and a navigator's nightmare. The countless number of ships coming and going make it the world's busiest port. Over the past 10 years Singapore has undertaken the enormous task of cleaning up their rivers and waterfront; today Singapore is a showcase for ecology, modern architecture, and shopping. The cruising facilities at Changi Yacht Club near the city's airport are good, although quite far from town. The construction of a new marina complex near downtown Singapore will begin in the next two years. When completed it will offer a full range of yachting services.

Currently we are sailing up the Straits of Malacca heading for Penang, Malaysia. In the next three months we will call in at Thailand, The Seychelles, Kenya and Durban, South Africa where we plan to meet up again with the many yachties who we've encountered along the way.

— mike gehb 9/20/87

CHANGES

Misty Lady — Alajuela 33 Gary Jones & Kathleen Morris Hawaii — The Big Island (Tucson & San Diego)

We left San Diego on June 25th for an extended Pacific cruise. After a 20-day crossing to Hawaii, we spent four weeks winding down in the Hilo area. What a beautiful place to explore!

From delicate orchids and billowing waterfalls through the lush green jungles to the rumble and roar of an erupting volcano, the Big Island is worth the long passage.

We hiked up the lava flows with fellow cruisers Greig and Leslie Olson aboard their 37-ft trimaran, *Tiva*; John Neal and Barbara Merrett aboard *Mahina Tiare* and Craig and Marsha Sparks aboard the steel Van de Stadt yawl *Gaia*.

One of the things that's surprised us in the short time we have been cruising is the lack of planning folks put into transportation once they arrive somewhere. Here in Hawaii we've seen cruisers show up with nothing to get them around but their deck shoes. Consequently, they end up renting cars for days at a time and blowing their budget right out the porthole.

Some bring bikes; they are great and we highly recommend them if you're in good enough shape. But even with bikes, most people are limited to the sights within a few miles of the harbor.

Our solution to the problem is an older model Honda trail bike: a CT-70. We find that it's small enough to be carried but big enough to haul the two of us plus groceries. We're surprised that no other boat we've seen carries a similar small motorcycle.

Future plans include our cruising Hawaii until March, after which we'll spend a season in Polynesia and then head on to New Zealand and/or Australia.

— gary & kathleen 9/10/87

The Changing Cruising Scene Mahina Tiare — Halberg/Rassy 31 John Neal & Barbara Marrett (Friday Harbor)

It was sad to have to haul down our tattered French flag as we prepared to depart for Hawaii, having so enjoyed French Polynesia for the previous seven months. It made me think of how much the Territory and cruising have changed since I first

arrived in the Marquesas 13 years and 11 visits ago. The changes seem to be coming faster all the time.

When I first visited in 1974, the cruising boats were typically smaller, with smaller crews and budgets. The cruisers were more interested in experiencing the local culture then. For example, there were several dictionaries of Marquesan and Tahitian to English that yachties had labored months to compile with the help of local teachers and friends. I still have a dictionary that Dean and Kopi Carmine of the San Francisco-based *Atria* had spent six months making. The Marquesans who helped them write it still remember the Carmines fondly.

The cruisers of 1987 tend to be older, on tighter schedules, and with larger boats and budgets. "We'd love to go to (fill in the island), but we have friends joining us in Tahiti and we're already behind schedule," is something that's commonly heard. And there seems less interest in visiting the out-of-the-way anchorages and really getting to know the islanders.

Selfishly speaking this isn't bad, because the nicer anchorages get fewer cruisers each year as the pack mentality takes most boats to the main islands and ports. Of all the yachts we talked to this year, only two stopped anywhere in the Marquesas other than the two ports of entry, Atuona and Taiohae. The locals we met on Tahuata, Ua Huka and Ua Pou nostalgically remember the "good old days" in the late 70's when they would have several yachts at a time anchored off their villages. They miss the great afternoon volleyball and soccer games on the beach with yachties — as well as the evening feasts and guitar and ukelele playing that would follow.

I don't want to sound pessimistic about prices in French Polynesia, but they are higher than other countries in the Pacific and often times two or three times higher than in California. The only good thing about provisioning in Tahiti is the huge, new air-conditioned supermarket directly ashore of the anchorage at Maeva Beach. The store is new, clean and interesting — it even has a hardware department. Best of all, prices are 20 percent less than other stores in Tahiti.

Still, the prices are a real shock to those arriving from Mexico or the rest of Central America. We grew extremely tired of hearing

how it was possible to buy an entire stack of tortillas for 25 cents. Almost as tired as we did explaining that since there is no property or income tax in French Polynesia, all funds for local government come from import duty on imported 'luxury' items. We estimate it cost the two of us \$500 a month to provision in French Polynesia. The point is that if you're on a tight budget, you'd be better off sticking to Spanish-speaking countries.

If you are coming from where food is cheap, stock up on mayonnaise, ketchup, nuts, raisins, peanut butter, canned meat and fish, canned soups and vegetables, condiments and sauces.

Given all the problems, you're probably wondering why anyone wants to bother with the long ocean passage to reach French Polynesia. The answers are the people and the islands.

I admit to being prejudiced after 12 visits, but I think the islands are the most beautiful in the world. Each time I visit, I try to stop at a few new islands or anchorages and make a



RICARDO DEL SUR



few new friends. This time we visited Raroia (where the *Kon Tiki* cracked up) and Taenga in the Tuamotus, and Mopelia in the Societies. The respective populations were 100, 35 and three.

Taenga was a gas! I had learned of it years before in a cheap Tahiti hotel when an American surfer had just come back on a copra schooner after living and working there with locals. He told of a treacherous pass with eight knot current; of strange customs that had been initiated on the island after an old woman had died; of *tupaupaus* (spirits); and, of a group of people more friendly and outrageous than he'd ever seen before.

Yes, the magic of unspoiled Polynesia still exists in places like Taenga, but to experience it you have to go where other Europeans don't. That way you're forced to interact with the locals instead of falling in to common rut of spending most of your time with other cruisers.

The best way to do this is by learning

The harbor entrance at Hilo, Hawaii. Heavy rain often reduces visibility to zero.

where the cruisers *aren't* going that year. Islands, like hemlines, seem to come in and out of fashion. One year everybody stops at Ahe and Manihi; the next year they all zero in on Takaroa. This year, according to *Insatiable* in the September issue of *Latitude*, 14 boats had already visited Kauehi, an island that normally gets three to five boats a year.

Don't get me wrong, Barbara and I like to meet other cruisers. But normally we find it more interesting to learn, work and play with the locals rather than talk about ham radios, broken freezers, inoperable electronics and the cost of food.

When visiting the less-travelled islands remember to bring small gifts for the local people. They, whether they have much give or not, always want to present you with a gift. I suggest vegetable seeds, children's clothes and toys, perfume and jewelry.

masks and snorkels, paint for wooden fishing boats, extra fishing line, light anchor and mooring lines, and cassette tapes.

My last two tips: Learning French before you arrive is totally and completely necessary. So is having an open mind. With those you can't help but learn and grow as well as make friends and have an outrageous time!

P.S. After arriving back in Hawaii we've put *Mahina Tiare* in dry storage and flown back to the States. We're going to buy a land-cruiser to visit friends and relatives as well as to give slide and video shows of the places we visited on our most recent trip: the Galapagos, Easter Island, Pitcairn Island, the Marquesas and Tuamotus, the Societies and Cooks, and Hawaii. The first such show will be at the College of Marin on November 11 at 7:30 pm. The show is free; tickets can be picked up at any West Marine Products store.

— john neal 9/10/87

**Nanok — Spray
Martin & Joyce Aalso
Aarhus, Denmark
(California)**

After a terrific two weeks of partying with friends we'd made the previous year in Panama, we departed the Azores for Europe. We made good time the first 10 days, but as we neared the English Channel the winds decreased until it was almost calm. In fact we had a couple of 30-mile days.

Because we have our second mate, Otto the dog, we couldn't visit any English ports. The French aren't so picky, so we spent a couple of days at Bologne at the conclusion of our 19-day passage. It was an interesting place; we had to tie our boat to the wall among fishing vessels during periods of 20 foot tides. The people were very nice. There were lots of sailboats, too, mostly German and Dutch vessels on their way home from the Med.

From there we headed into the North Sea, where the shit really hit the fan. We took Force 7-8 winds on the nose for a couple of days with incredibly steep seas. Gear started to break and we got tired, so we decided to run down to Cuxhaven, Germany. As luck would have it, we rode in on an incoming tide with four knots of current. With just a reefed main we were really cooking.

CHANGES

We arrived at 0230 and passed out. For the next two days we fixed what had broken and sampled the good German beer and smoked fish. Delicious! It was a nice marina, too, with very clean facilities at only \$14 a night.

Our subsequent 17 mile trip to the Kiel Canal took just two hours! We're normally not that fast, but the wind was howling and we were running with the tide. We saw another boat headed the other way; despite having all sails set and drawing she was dead in the water.

As we approached the lock I actually became worried about how to slow down. But then the light on the lock changed, we dropped sail, and motored straight into the chamber. The next day we started early and motorsailed 50 miles to Kiel, bisecting green pastures, passing big ships and even one German submarine. The down lock only needed to lower us four inches before we were into the Baltic Sea.

After a good sail on the following day we were back in Denmark after a 15-year absence. There seems to be something about prices as you head north. In France prices were comparable with the United States. Germany was expensive. But Denmark — it's ridiculous! We may have to give up smoking, drinking, eating beef and running the diesel.

In Copenhagen we tied up in front of the Queen's Palace, but she was unable to make it onboard for cocktails. In spite of the stories we hear about two and three feet of ice in the frozen harbor, we are going to spend the winter aboard.

Denmark's a beautiful place to cruise; there are countless islands and you're never more than a couple of hours from the sight of land.

This week we are in Aarhus where they have a yearly festival with a wooden boat week. We might participate in the race for gaff-rigged boats. After that we'll be looking for a place to spend the winter and to get some work. We'll keep you posted. Meanwhile, we envy all the cruisers about to head to Mexico.

— martin, joyce and otto the dog 9/29/87

Readers — For those of you who might have forgotten, the Kiel Canal saves mariners enroute from the North Sea to the



Baltic the 300-mile trip around Denmark. The city of Kiel is of historical note because in 1918 a naval mutiny there touched off the socialist revolution in Germany. During World War II, Kiel was Germany's chief naval base.

As for Denmark, which occupies most of the Jutland peninsula, it's got 450 islands to serve its population of five million. While not a great island to person ratio, it's more than satisfactory. Denmark's greatest contribution to world culture has been 19th century philosopher Soren Kierkegaard, whose existential dialectic postulated that as we advance through the aesthetic, ethical and religious states we become more aware of our relationship with God. Unlike the preachers seeking donations on television, Soren believed that a greater awareness of God leads to unhappiness rather than joy. A very morose fellow, Kierkegaard saw nothing but despair in the antithesis between temporal existence and eternal truth.

**Windigo — Rhodes Reliant 41
Jane D. Baldwin
& skipper Geoffrey Palmer
The Deep South — Pacific
(Providence, Rhode Island)**

I started my trip with Bob Peterson, aboard *Topaz*, a C&C 38, homeported in Sausalito. I jumped ship in Fiji, after sailing with Bob for four months. He picked up another crewmember, a twenty-year-old redhead named Niki. They seem to make a

good team. I am now aboard *Windigo*, a 41-ft Rhodes Reliant built in 1965. The owner and captain, Geoffrey Palmer, is about halfway through his circumnavigation which started in June of '86.

Having cruised through Tonga, Fiji, Vanuatu and the Solomon Islands, I have some thoughts and impressions that might be helpful to others planning to cruise the area.

Besides the obvious seamanship preparations, you should do some homework! Know a bit about the places you plan to visit before getting there. Read what you can before you leave, but certainly bring along handbooks and guides. Most helpful would be books about the specific cultures, and the indigenous flora and fauna. I have seen parrots, hornbills, eagles, and countless odd-looking seabirds, but have no way of knowing exactly what they are. Bring a bird book! You can't get any satisfactory ones here.

Other helpful guides would be backpacker or hitchhiker guides, if you can find some. Nothing is more frustrating than arriving at an interesting-looking place and not having enough information about what there is to see or do there. This has happened to us on a number of occasions. Again, you won't find satisfactory guides here, so get them before you come. You can always ask locals about the place — sometimes this is best — but often the only answer you will get is a blank stare, or a vacant nod which means 'I have no idea what you are saying'.



COURTESY NALU IV

If you've been everywhere and done everything on the sea, you know this harbor. Clue: it's the tropical home to some big tides.

A good reference is the *South Pacific Handbook* by David Stanley. The Alan Lucas cruising guides are also good, but give information limited to specific yachting concerns, such as anchorages, water and fuel availability, with little or no information beyond the beach or village.

Truly, we have been shown lots of fantastic things by locals, and impromptu adventures are always the best. But it doesn't hurt to increase your options by being well informed.

Another important thing is food! Canned meats are bad enough, but it's really terrible when your only choices are corned beef, corned mutton, and tuna packed in oil. Be sure you have a supply of hams, canned chicken, and tuna in water to sustain you. It would be advisable to stock up on as much UHT milk and cream as you can (but not too much, as I have heard it does go bad more quickly in the heat of the tropics). Its availability in the islands is spotty at best. Of course, everyone had powdered milk, which isn't too bad either.

In many places, people you meet will have you sign a guest book. These books have been signed by sailors from all over the world. Most entries include an elaborate drawing or photograph of their boat. It is a good idea to have lots of pictures — good ones — of your boat available. You might

even consider making up a guest book of your own, for other people to sign when they come aboard.

The people and cultures vary widely from one island group to the next. All the Tongans I met were stubbornly proud of their heritage, and "The Tongan Way". They want you to be like them, rather than they like you. But the younger generation seems to be waxing toward European ways and away from tradition. Tongans are easy to get to know if you make yourself available to them. They love to invite you to church, to their house, and most of all, to a feast in an *umu*. (An *umu* is a sort of Tongan barbeque.) Wherever you are invited, accept! It will be a time of seeing things done in a totally different way. But be prepared to be immersed in their culture, and don't try to drag your culture into the scene, unless they ask. Do as they request even if you feel silly. I stayed with a family for three days and had to kiss nearly every woman we passed when walking through the village. I had to kiss grandma (and ask her to sleep with me, which she did), cousins, the wives of nobles, and aunties. But that is "The Tongan Way" and it is expected of you.

In Fiji you must ask permission at the nearest village to come ashore. This is done by presenting Kava root to the Chief. The Kava is crushed, mixed with water, and made into grog. It is used in many South Pacific countries. The villagers here seem to be more in tune with the outside world, but

in the more remote areas still adhere to traditional ways. The Fijians speak English well, and like the Tongans are very friendly. But it can be frustrating to spend all morning in the chief's house just so you can go for a walk.

Vanuatu was very different and much less developed. The ni-Van-uatu (natives of Vanuatu) speak pidgin English, which you will not understand. Example: 'yo no toktok' means 'silence'. 'Tank yo tumas' means 'thank you very much'. The Solomon Islanders speak essentially the same language. We were not in Vanuatu for long, but found no set protocol for visiting a village. Indeed, when we came ashore the villagers seemed not to know what to do with us. We, being used to a rather firm escort, were also at a loss. Finally we just wandered through the village, followed by a gaggle of giggling boys. But when we made motions to leave, they gave us more food than we could possibly eat: grapefruit, tangerines, limes, papaya and bananas.

In the Solomons, the villagers have the yachting scene well in hand. The minute the anchor is down, the boat is besieged with dugout canoes. Everyone is a carver and wants you to 'just have a look'. The carvings are beautiful, and worth that look, but don't act too interested or the flotilla of canoes will continue to parade to your boat until well after dark.

All of the Solomon Islanders we met were very helpful and informative. One islander — named John Wayne of all things — took us on a hike through the jungle to an old village site, then to his great-grandfather's 'taboo place' where we saw some skulls of heads he had taken at the close of the head-hunting days.

Most Solomon Islanders are willing to trade for carvings if you can't afford to pay. They asked us for soap, matches, good t-shirts and, mostly, tinned meat. Here is an excellent opportunity to unload some of the corned mutton you'll be hating, and they will appreciate it.

It is a slow and underdeveloped way of life here. You must resign yourself to that or you will drive yourself nuts. But the heat will slow you down, too, so it shouldn't be a problem. You do get used to constant sweating and, as long as you remembered to bring your canned chicken and your bird book, you'll have the time of your life.

— jane baldwin 9/4/87

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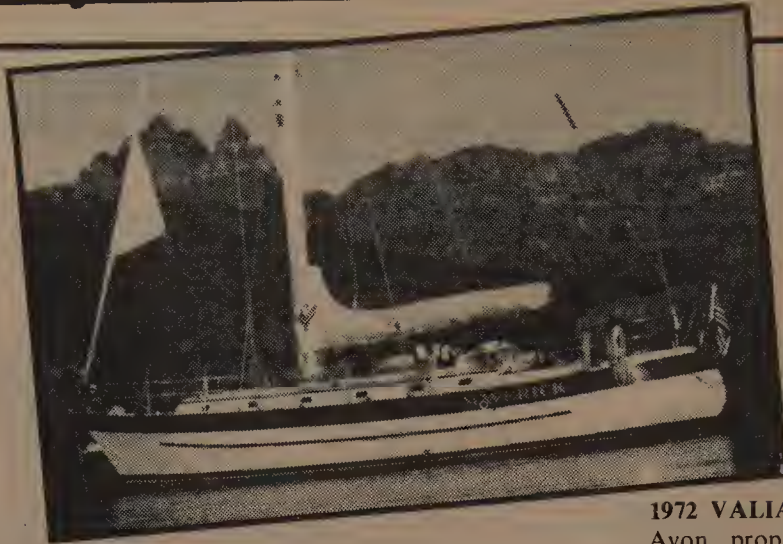


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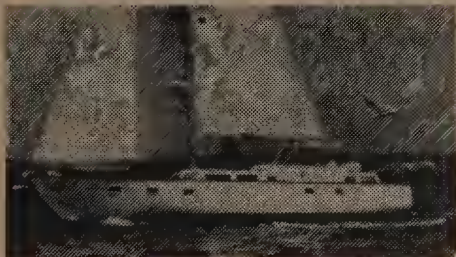
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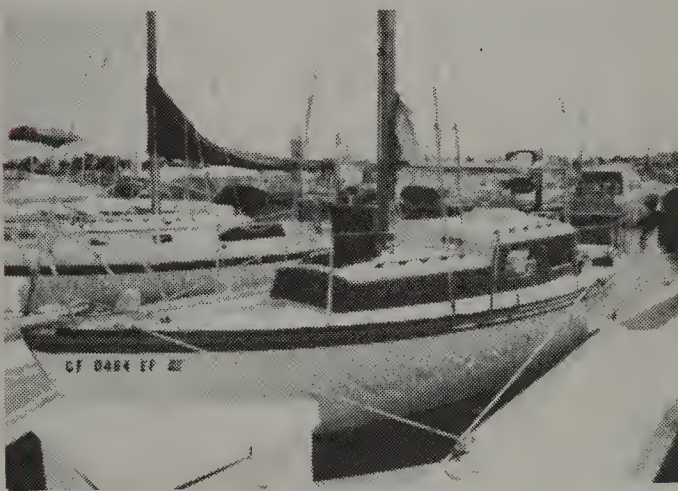
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30'	1979	Peterson sl.	29,500
30'	1982	Catalina sl.	29,500
32'	1974	Ericson sl.	26,500
32'	1966	Gulf	40,000
34'	1980	Cal sl.	44,500
37'	1973	Ranger sl.	72,500
38'	1986	Beneteau sl.	125,000
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